

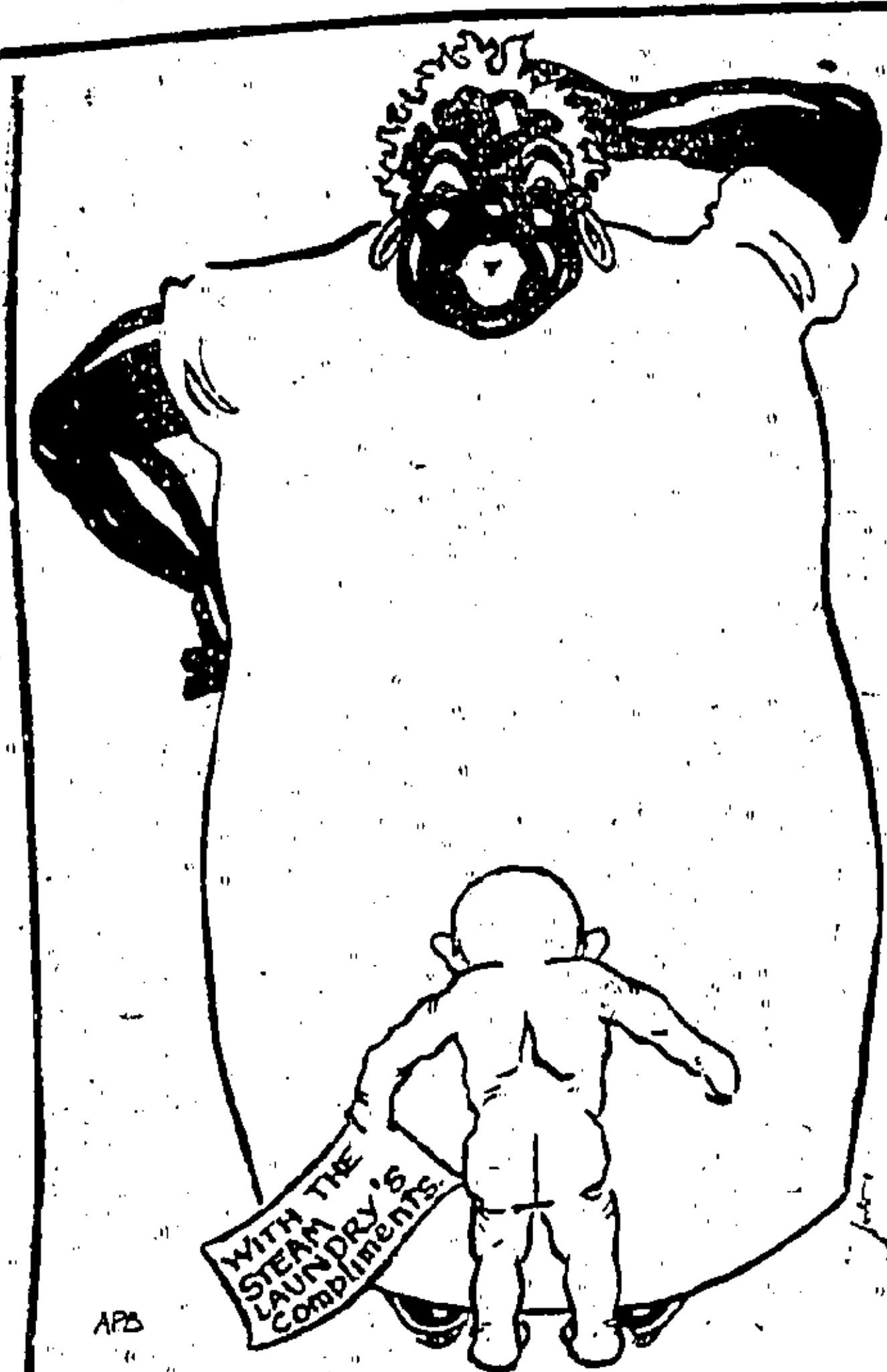
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**HONGKONG VOLUNTEER
DEFENCE CORPS.**

ORDERED BY MAJ. R. MELVILLE SMITH, M.B.E.,
ADMINISTRATIVE COMMANDANT.

No. 225.

1.—ARMOUR'D CAR COMPANY.

Parade at Corps Headquarters at 5.30
p.m. on Monday, 17th May.
Gun Instruction under C.S.M. J. E.
Hancock and C.Q.M.S. A. E. Kew.
Drivers as detailed under Sergt. D. G.
Bruce at Happy Valley.

2.—INFANTRY COMPANY.

King's Birthday Parade: The first
practice parade for the Infantry Company
will take place at Corps Headquarters
at 5.30 p.m. sharp on Friday, 14th May.
Dress: Muff, belt and sidearms. Mem-
bers must endeavour to be at Corps
Headquarters at 5.15 p.m. to draw
rifles.

3.—SCOTTISH COMPANY.

Musketry Part I. will be fired at Peak
Range at 9 a.m. on Sunday, 16th May,
by all members of Nos. 3, 6 and 7
Platoons who have not yet fired at a
target.

All those living on the Peak to be on
the Peak Range at 9 a.m., and others
to catch a train not later than the 9 a.m.
train to the Peak, under 2/Lt. A. K.
MacKenzie.

Dress: Uniform optional, but rifles,
bayonets, belts and pouches must be
taken.

Arms: Will be drawn from Corps Head-
quarters on Friday, 14th May, between
9 a.m. and noon, or 2 and 4 p.m., or 5
and 6 p.m., and on Saturday, 15th May,
between 9 a.m. and 1 p.m.

The Miniature Range at Corps Head-
quarters is at the disposal of the
Scottish Company every Thursday from
3.30 to 7 p.m.

4.—RESERVE COMPANY.

Musketry Part I. will be fired at Stone-
cutters Range on Sunday, 16th May,
1926.

Range Officer: 2/Lieut. G. K. Hall
Bruton.

Launch leaves Murray Pier at 9 a.m.
and call at Kowloon Pier at 9.10 a.m.
sharp.

Dress: Uniform optional, but rifles,
bayonets, belts and pouches must be
taken.

Arms: Will be drawn as detailed for
the Scottish Company.

5.—STRENGTH.

The following are taken on the strength
on 6th May, 1926, and posted to No. 2
Platoon (Scottish Company):

No. 1048 Pte. A. E. Bertram.

No. 1047 Pte. D. Thompson.

6.—APPOINTMENTS.

No. 924 Pte. S. C. Ho, Medical Section,
is appointed Medical Orderly, and will
take over the Medical Stores at Corps
Headquarters from 10th May, 1926.

No. 803 Pte. E. Clemen, Armour'd Car
Co., is appointed Lance-Corporal, from
10th May, 1926.

7.—REVERSION.

No. 1543 Corp. D. S. Green, No. 2
Platoon, reverts to the ranks at his own
request, from 10th May, 1926.

8.—TRANSFERS.

The following transfers will take effect
from 10th May, 1926:—

No. 515 Spr. F. E. Lawrence, from
Engineer Co. to Medical Section.

No. 1031 Pte. R. MacIntyre, from 2nd
Co. to M.I. Co.

No. 745 Pte. D. S. Green, from No. 2
Platoon to No. 2 Platoon, No. 8
Section.

No. 880 Pte. J. B. Trevor, from No. 8
Platoon to Reserve Co.

9.—LEAVE.

No. 107 Pte. A. A. Bolton, Reserve
Company, is granted nine months' leave,
from 1st May, 1926, to 31st January,
1927.

10.—RESIGNATIONS.

The following are permitted to resign
from the Corps, as from 10th May, 1926:—

No. 577 Pte. H. J. Stevenson, No. 7
Platoon.

No. 694 Pte. W. C. Ogley, No. 11th
Platoon.

G. E. SWINTON, Capt.
Adjutant, H.K.V.D.C.
Hongkong, 14th May, 1926.

NOTICE.

ANNUAL SPORTS.

At a meeting of representatives from
each unit it was decided that the Annual
Sports Meeting should be postponed
until October 9th, 1926.

The following Committee were appoint-
ed to make the necessary arrangements:
Capt. H. B. L. Dowbiggin, Chairman,
Lee-Corps; D. B. Peat, Treasurer;
H. Q. M.S. W. E. Hollands, Secretary.

Sergt. T. W. Carr.
2/Lieut. H. C. Macnamara.
C.S.M. J. E. Hancock.
2/Lieut. E. J. R. Mitchell.
Pte. R. O. Sutherland.
Sergt. G. E. Falkner, M.M.

Further details will be published in
Corps Orders in due course.

ARTILLERY COMPANY'S DINNER.

Owing to unforeseen circumstances, the
Artillery Company's Dinner fixed for the
21st May has been postponed to a future
date.

Scottish Letter.

**THE PRINCE'S GOLF
HANDICAP.**

**ERRATIC IN HIS APPROACH
SHOTS.**

**MEMORIAL TO MOTHER OF
ROBERT BURNS.**

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, April 14th.

This is the first time that the Prince
has taken a golfing holiday. Indeed, he
has seldom been able to play more than
an odd round occasionally. He has shown
aptitude for the game, however, and with
a little coaching would soon reduce his
handicap. At the moment it is a double
figure one. Like most young players, he
delights to have a thorough bang at the
ball. When it comes off, all is well, and
the distance attained above the average.
I once saw him make a tee shot at St.
Andrew's that would have satisfied a pro-
fessional. But owing to lack of practice
he is erratic, and the short shots round
about the green give him a good deal of
trouble. Once when he was playing with
Alce Herd, the veteran professional, the
Prince persistently hit the ball on the top.
"Tuck your tummy in, sir," said Herd.
The Prince laughingly replied, "Really,
am I getting so fat?" But Herd's advice
was meant to prevent him falling forward
on the ball, and cured a fault that had
baffled the Royal golfer.

JOHN GALT, SCOTS NOVELIST.

The anniversary of John Galt, the
novelist, was celebrated this week. His
name is overshadowed by that of Sir
Walter Scott, and his works are certainly
not appreciated as they deserve. His
masterpiece, "The Annals of the Parish,"
which existed in MS. before Scott's
"Waverley" was published, is particu-
larly rich in the humour and pathos of
Scots life. And in "Lawrie Todd" he
gives a vivid and poetical portrayal of
the Scot in America. Galt had a curious
career. After serving as a clerk in a mer-
cantile office in Scotland he went to Lon-
don, and being unsuccessful in business,
entered Lincoln's Inn. He was never
called to the Bar. Then he went as a
merchant's representative to see whether
British goods could be smuggled into
Spain from Gibraltar, and while there he
met Byron, and travelled with him to
Malta. Next he went to Canada, and
carried out impressive schemes of colon-
isation—giving his name to the town of
Galt in Ontario—only to come home a
ruined man. Finally he settled down in
earnest to literary work.

THE MOTHER OF ROBERT BURNS.

An interesting project has been launch-
ed by Burns Clubs in East Lothian to
provide a memorial to Agnes Brown, the
mother of Robert Burns. Mrs. Burns
survived her son by a good many years,
and, having removed from her native Ayr-
shire, died at Grant's Braes, in East
Lothian, and was buried in the neighbour-
ing churchyard.

THE MOST EXPENSIVE SHIP EVER BUILT.

The *Andorra*, the P. & O. liner on
which Lord Reading returned home, has
the distinction of being probably the most
expensive ship ever built on the Clyde.
She is more the result of evolution than
of design, for she was launched as one
kind of ship, half-finished as another, and
finally completed as a third, and the pro-
cess, I have been told, consumed some
£2,000,000. It was during the war that
the *Andorra* came off the slips, and her
curious squat appearance with two very
low funnels—the "fashion" in the days
of the submarine menace—made her a
landmark in Govan for many a month
before she ever saw the sea. She was
ultimately given three funnels, and com-
pletely remodelled in her upper works,
and is now one of the greatest and hand-
somest steamers on the P. & O. service.

A "THIRD-CLASS" M.P.

Someone has discovered that Mr.
Scrymgeour, the Prohibitionist member
for Dundee, declines to take the first-class
railway voucher for his journeys between
London and his constituency to which he
is entitled. He travels third, and is said
to be the only M.P. to do so. Glasgow's
Labour members all travel first. Not
only so, they usually voyage in complete
comfort by paying the extra 21 a head
for first-class sleeping berths.

OBITUARY.

At 59, South Street, Greenock, on the
9th April, John Smith Shearer, husband
of Magdalen Nicol, and last surviving son
of the late Captain Alexander Shearer,
Gourock, for 25 years installation man-
ager of the Asiatic Petroleum Company,
China.

THAT CONDEMNED SCOT AGAIN.
That Sassenach scribe had good rea-
son for his bitterness who penned the
couplet in which it is declared that Cain's
doom would have been changed had he
been a Scot, and that he would have been
kept at home instead of being forced to
wander. For there is hardly a country in
the world that does not have a good few
Scottish names on its records. The jibe
gets new justification every day. From
the Far East, with its inexplicable con-
flicts and unpronounceable names, comes
now a tale to the effect that Marshal
Chang Tso Lin's Chinese troops, over
half a million strong, are, in effect, com-
manded by a one-armed Scot, who saw
service in the European War, as the com-
mander of a unit of the Black Watch. The
tradition of the wandering Scot, again,
is implicit in the name of Etienne Jacques
Joseph Alexandre Macdonald, son of a
South Uist schoolmaster, who had fled
with Prince Charlie to France. Bona at
Sedan, Etienne embraced the cause of the
Revolution and, among other feats, cap-
tured a Dutch fleet, subjugated the king-
dom of Naples and commanded armies for
Napoleon.

Russian annals are as thickly be-
sprinkled with Scottish names as are
French. It is not so long since Com-
mander Kenworthy was telling a London
club how he met quite a large number of
Scots in high places in Russia. (As if he
could possibly meet them in any other
positions!) To mention but a few of the
many others, there was a Scot who was
highly honoured by the Russians in pre-
Soviet days, John Paul Jones, the Dum-
friesshire man, who served in Catherine's
navy, following good work in the navies
of America and France—work which earned
for him the name of "pirate" from the
English Government, a decoration from
Louis XVI. of France, a special
medal and a place in the "Hall of Fame"
from America, Spain, Russia and Prus-
sia were all ably served by one of the
greatest soldiers Scotland has produced,
Field-Marshal Keith. This great leader
actually attained to the honour of a statue
in Berlin. All of which should help to
console us if some tactless person chances
to mention the fact that the lovely adven-
tress, Lola Montez, was brought up in
Montrose and had no more right to a
Spanish name than Sir Harry Lauder.

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arrived, which is some-
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An Innovation in Gas Stoves.

Every householder should enquire for a
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1925.

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28th 30th 31st 32nd 33rd 34th 35th 36th 37th 38th 39th 40th 41st 42nd 43rd 44th 45th 46th 47th 48th 49th 50th 51st 52nd 53rd 54th 55th 56th 57th 58th 59th 60th 61st 62nd 63rd 64th 65th 66th 67th 68th 69th 70th 71st 72nd 73rd 74th 75th 76th 77th 78th 79th 80th 81st 82nd 83rd 84th 85th 86th 87th 88th 89th 90th 91st 92nd 93rd 94th 95th 96th 97th 98th 99th 100th 101st 102nd 103rd 104th 105th 106th 107th 108th 109th 110th 111th 112th 113th 114th 115th 116th 117th 118th 119th 120th 121st 122nd 123rd 124th 125th 126th 127th 128th 129th 130th 131st 132nd 133rd 134th 135th 136th 137th 138th 139th 140th 141st 142nd 143rd 144th 145th 146th 147th 148th 149th 150th 151st 152nd 153rd 154th 155th 156th 157th 158th 159th 160th 161st 162nd 163rd 164th 165th 166th 167th 168th 169th 170th 171st 172nd 173rd 174th 175th 176th 177th 178th 179th 180th 181st 182nd 183rd 184th 185th 186th 187th 188th 189th 190th 191st 192nd 193rd 194th 195th 196th 197th 198th 199th 200th 201st 202nd 203rd 204th 205th 206th 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MURMURS OF A STORM.

TENSION IN CANTON.

CONSIDERABLE MILITARY ACTIVITY.

[FROM OUR CHINESE CORRESPONDENT.]

The decision of the Kuomintang in Canton on May 11th to defend Kwangtung against invasion and the fear that some parties may endeavour to exploit the situation to bring about a coup d'état have led to increased vigilance at all military headquarters. According to those who profess to be able to follow the inner workings of the Canton political machine an outbreak is imminent.

Some minor conflicts between rival factions in the East River districts have taken place; and these, like the "bandit outrages" of Yingtak and Wushek, are regarded as having a greater significance than appears on the surface.

Aeroplanes of the Kuomintang Army have been making frequent observations during the last few days, and the inhabitants are viewing all these signs of renewed military activity with no little apprehension.

Internal conflicts in the Kuomintang and the threatened attack by militarists from outside have brought about a feeling of unrest.

The notes of the Kuomintang Central Bank have slumped heavily and this is attributed to the repeated reports of pending trouble.

Opponents to the present Canton regime of the Kuomintang are said to be gathering in large force around Chung Hou, beyond Swatow. These troops include not a few of the men who were formerly with General Chen Chung Ming.

The families of several Kuomintang leaders have already left Canton. The 10th Canton Athletic meeting which was to have commenced to-day has been postponed.

General Li Chung Jen, the chief militarist of Kwangsi who is now in Canton to attend the coming semi-annual session of the Kuomintang Central Executive Committee, is of the opinion that the Kwangsi Army cannot be of any service to their comrades in Hunan unless the Kuomintang are able to lend financial assistance.

The Kuomintang are repeatedly being urged by General Tang Seng Chi, the commander in Hunan, to send assistance; but, so far, the Party has been unable to do anything except promise help. The latest information in Canton is that General Tang is being hard pressed and will probably be driven out of Hunan altogether before Canton is able to send any reinforcements.

In order to save themselves from being attacked from the south-east by way of Fukien, the Kuomintang are sending an emissary to Nanking, Kiangsu, to interview Marshal Sun Chuan Fang and to ask for an alliance, or at least a promise that he will not listen to Marshal Wu Pei Fu's suggestion of declaring war against the "Reds," which is interpreted as meaning war against the Kuomintang in Canton.

STOUT MEMORIAL HOSPITAL.

Replying to General Huang Shao Huang, the Civil Governor of Kwangsi, whose jurisdiction extends to Wuchow, the Kuomintang have stated that the Party cannot take over the Stout Memorial Hospital in Wuchow in the same way as it has taken over the Kung Yee Medical College and the Hospital of Canton. The Kuomintang argue that the Stout Memorial Hospital in Wuchow is the property of the American Baptist Mission and that the Kung Yee Medical College is Chinese. According to the Kuomintang the Kung Yee Trusts obtained public grants of land for the Hospital and the authorities took exception to the attempt of Dr. S. F. Lee and others to secure aid from the Rockefeller Foundation in America. The Kuomintang members in Wuchow, however, are urging General Huang to take over the institution.

VARIOUS ITEMS.

Relatives of the 72 heroes who died in Canton early in 1911 in the First Revolution are objecting to the burial at Yellow Flower Hill, of others than those for whom this plot of hallowed ground was originally intended. The Kuomintang, it is understood, wished to have the late Mr. Wai Tak buried there. He was the man who shot Hung Shao Lun and some people in Canton do not agree with the Kuomintang that the deceased, a man who chose to assist his Party in this particular way was a hero.

Owing to a dispute with importers of Yangtze goods in Canton several steamship companies plying between Canton and Yangtze ports have decided to cut out Canton altogether from their schedules.

Pickets of the Canton Strike Committee have complained to their headquarters that the Police and troops are not very willing to assist them in the arrest and detention of persons charged with violating the boycott.

KING'S PARK MURDER.

DEATH ENQUIRY CONCLUDED AT KOWLOON MAGISTRACY.

AN UNWILLING WITNESS.

After two minutes' consideration, at the Kowloon Magistracy yesterday afternoon, the Jury (Messrs. J. T. Humphreys, I. F. da Rocha and Chung Yung Chiu) returned a verdict of wilful murder against some person or persons unknown, when the enquiry into the cause of the death of Mah Sang Cheung, a Weihaiwei constable, was concluded before Mr. J. H. B. Nihill, the Coroner.

P.-c. D.182 and P.-c. D.83 (both of the Weihaiwei contingent) at a previous hearing had sworn that one of their countrymen, P.-c. D.183, subsequent to the death of Mah, had informed them that the dead man had been concerned in an opium deal. The story was that Mah had sold a quantity of the drug on behalf of one Lai Woo Ling, and had never handed over the money.

Information in the hands of the Police tended to bear out that P.-c. D. 283 had made such a statement, but up to date Lai Woo Ling has never been found.

When P.-c. 283 was in the witness box, yesterday, he proved an unwilling witness and the Coroner, after warning him, told him that he already stood convicted of one lie.

However, rigid questioning failed to shake him; and to the end he maintained that if anyone was lying, it certainly was not himself.

Detective-Inspector Pincoff, who conducted the case, produced four witnesses, but no further light was thrown on the murder in King's Park on March 15th.

YESTERDAY'S EVIDENCE.

Constable D.283, questioned by the Coroner, was very reluctant to reply, beyond saying that he knew the deceased had been murdered. He did not know whether the dead man had any friends among the police or civilians. He had never heard of the woman "Wong Ying," nor had he seen her. He was friendly with the deceased and on one occasion had gone out with him when both were off duty. He was unaware whether the deceased had been an opium addict, nor had he seen him with any opium in his possession. He had never heard of a man named Lai Woo Ling, nor had he heard the name mentioned. He had never discussed the King's Park murder with his countrymen, nor had he heard the matter discussed.

The next-minute witness acknowledged that he had discussed the murder with P.-c. D.182. (This was after a warning from the Coroner). The Coroner then pointed out that although the witness said he knew nothing about the matter, he had already lied while in the witness box.

Witness added that he had never told P.-c. 182 that the deceased had at one time sold some opium for Lai Woo Ling and had not handed over the money. He had never expressed any opinion as to the reason for the murder. Continuing, witness was positive that he had never discussed the murder nor mentioned the opium to P.-c. D.83. There was no reason why P.-c. D.83 and P.-c. 182 should tell lies about witness, as he was not on bad terms with either. Witness had not seen the deceased on the day of his death, but he had spoken to him the day before.

Witness was again asked whether he knew anything about Lai Woo Ling, but adhered to his former statement.

P.-c. J.302, the man who found the body in King's Park, described the circumstances under which he made the discovery.

P.-c. D.338 testified to having spoken to the deceased, while he was playing mahjong in the barracks the day prior to his death. Witness had been invited by deceased to go to a match at 4.30 p.m. to "drink wine."

Witness did not accept the invitation nor had he even been to the shed. At 12.15 that night, witness reported that deceased was missing. Witness was among those who had searched for the deceased. He had no idea, he continued, how deceased had come by his death.

Wong Wong, general former to Lim Woo, chief contractor for the house being built on the hill above King's Park for Mr. Cock, was next called. He had seen no Shantung policemen passing the building site this year, but he had seen them going up the hill some distance away.

Yau Yui, another foreman employed by Lim Woo, was called by the Police, but could throw no light on the matter. He, however, caused some amusement in Court when he attempted to take a seat among the jury at the conclusion of his evidence.

A verdict of wilful murder against some person or persons unknown was returned.

The Jury preferred to make no comment on the evidence given by the Weihaiwei constables, as it had been too conflicting.

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AN ARCHITECT'S FEES.

MR. A. W. GRAHAM-BROWN SUES CHINESE.

Before Mr. Justice Wood, in the Summary Court yesterday, Mr. A. W. Graham-Brown sued Li Tang Cheung for \$250, balance due for work done by plaintiff as architect in connection with a house belonging to defendant in Sai Street.

Mr. J. T. Pryor was for the plaintiff, and Mr. E. S. C. Brooks represented the defendant.

Mr. Pryor said that the claim was for architect's fees, for drawing plans and miscellaneous work. The defendant had paid \$250 in December, 1924, but the arrangement was that the fee should be arranged with Mr. A. W. Graham-Brown's assistant, Li Sai Wing, for pulling down a Chinese tenement for tenants in the house it was necessary to obtain a "desirability certificate" before it could be pulled down. The architect's fees were agreed upon before the certificate was obtained. The architect's chief work was the making of plans, and it was for this that \$500 was to be charged. At first the desirability certificate was refused by the Building Authority, but when an appeal was made to the Executive Council it was granted. The bill was put in immediately after the plans were finished, but only \$250 was paid.

Mr. Graham-Brown did not give evidence.

Li Sai Wing, an assistant of plaintiff's gave evidence as outlined by Mr. Pryor.

Cross-examined by Mr. Brooks, witness said that it was formerly the custom to base the architect's fees on a percentage of the work. The necessity of getting a desirability certificate, however, made the work more difficult.

Witness did not know what the charge should have been according to the rules of the Royal British Institute of Architects. Neither did witness know whether the charge would be reduced if instructions to an architect were withdrawn before the work actually commenced.

Defendant went into the witness box and said that the matter had been arranged for him by a man named Lai Siu Kai, who informed him that the charge was to be \$150.

Lai Siu Kai was then asked by Mr. Brooks what was the general practice in the Colony in regard to architect's fees. He said that big firms generally charged 5 per cent. of the contract price, and small firms 4 per cent.

Mr. Brooks submitted that it was for the plaintiff to prove his case. The contract price was \$4,900 and by paying 5 per cent. defendant's liability to the architect was \$245.

His Lordship said that he considered the defendant to be an honest person. The arrangements between him and the plaintiff were carried out by agents. Mr. Brown never knew what he was only to receive \$250. But that the contract was for \$500 had not been proved.

Mr. Pryor said that he disputed Mr. Brooks' contention with regard to architect's fees. (Continued at foot of next column.)

SEQUEL TO MOTOR CRASH.

DEMONSTRATIONS WITH TOY MOTORS IN COURT.

When two motor-cars collided on the Praya, near Blake Pier, on March 23rd, one of the cars fell on to a sampan in the harbour. A sequel was heard at the Summary Court yesterday, when Mr. Po, the owner of one of the cars, claimed damages from the Chak On Motor Car Company.

When this case is concluded, the owner of the sampan, which was badly damaged, will also put in a claim for damages.

Mr. L. D. Turner was for the plaintiff, and Mr. M. K. Lo represented the defendant company.

Plaintiff said that on March 23rd as his car was being driven along Connaught Road Central, one of defendant's cars, owing to its being negligently driven, caused his car to go over the Praya wall, and on to a sampan. He claimed damages for recovery of the car, repairs, and loss of earnings while being repaired, making a total of \$748.69.

A European police sergeant spoke to finding plaintiff's car on top of a sampan, which it had damaged. He took the two chauffeurs, and the owner of the sampan to the Central Police Station.

Cross-examined, he said that the sampan was one in a line of sampans which were moored about 9 feet from the Praya wall.

The driver of plaintiff's car gave evidence. He said that the other car passed him unexpectedly, and the next thing he knew was that defendant's car hit his vehicle and sent it into the harbour.

Replying to Mr. Lo, he said that he did not put his brakes on.

While questioning witness, Mr. Lo produced two toy motor-cars, and by demonstrations sought to elicit from witness an explanation of how the collision occurred. Witness said that he did not know how it exactly happened. All he was certain about was that the other car struck his.

The driver of the other car said that plaintiff's car was travelling in front of him. He sounded his horn, and the driver signalled him to pass. He did so, and after proceeding some distance he had occasion to swerve in order to avoid knocking down a pedestrian. The other car then collided with his vehicle, and consequently fell into the harbour.

Mr. C. Lauritzen, managing-director of the Dragon Motor Car Company, said that plaintiff's car was only slightly damaged. He thought that the driver would certainly have prevented his car going over the wall if he had put on his brakes. The hearing was adjourned until this morning.

architect's fees. He asked for an adjournment in order to call witnesses. His Lordship: I will give you an adjournment on the condition that you pay the costs of both sides from now on.

Mr. Pryor agreed.

The Brooks also asked that the plaintiff should pay the fee of one expert for the defence at the next hearing.

Mr. Pryor considered the application to be unfair, but eventually agreed to it.

The hearing was then adjourned until Wednesday next.

MR. S. J. SQUIRE COMMITTED FOR TRIAL.

THE CASE FOR THE DEFENCE.

SHOCK AND LOSS OF FACULTIES.

SEQUEL TO CAUSEWAY BAY MOTOR-CYCLE FATALITY.

The case in which Mr. Sidney John Squire, an architectural draughtsman in the employ of the Hongkong Electric Co., Ltd., is charged with manslaughter, and also with driving in a reckless manner, was concluded yesterday afternoon, so far as the Magistrate proceedings are concerned, the Magistrate (Major C. Willson) committing Mr. Squire for trial on the first charge. The charge of reckless driving was adjourned sine die.

The whole of the afternoon was occupied in hearing the case for the defence. The defendant in the witness box, said that he swerved to avoid a serious collision with the motor-cycle in front of him, and that after lightly hitting its rear wheel with his left foot, he remembered nothing of what happened. He did not recover his senses until he was being taken to hospital.

Further points of interest were the estimates of speed, and the evidence given by an expert witness called by the defence. The damaged motor-cycle was exhibited in Court.

It was argued for the defence that defendant having lost entire control of his faculties after the collision with the other motor-cycle, could not be held responsible for what happened and therefore was not guilty of gross negligence. It was also submitted that the prosecution had failed to prove "gross or criminal negligence," or "reckless and negligent conduct," and that therefore the defendant should be discharged. His Worship, however, held that the prosecution had established a *prima facie* case sufficiently to warrant the defendant being sent for trial before a jury.

Chief Inspector W. Kent prosecuted for the Traffic Department; Mr. J. A. Gordon Leask was for the defence, and Mr. H. Somerset Fitzroy held a watching brief on behalf of the widow and dependants of the deceased Chinese.

LOST HIS FACULTIES.

Mr. Leask briefly outlined his case and related how Mr. Squire left the Hongkong Electric Company's Recreation Club on his motor-cycle about nine o'clock on the evening of Saturday, April 17th, accompanied by two other European employees of the Electric Co., on another motor-cycle.

Mr. Leask said that no one could tell what really happened in connection with the accident. He said that the shock sustained as the result of a slight collision with the motor-cycle ridden by his companion, caused Mr. Squire, who swerved in order to avoid a more serious collision, to lose his faculties. Mr. Squire continued Mr. Leask saw the other machine swerve and swerved also and after his left foot rest hit the rear of the other motor-cycle he did not remember a thing that happened until he was being taken to hospital. Mr. Squire knew nothing whatever about the accident or how it happened.

DEFENDANT GIVES EVIDENCE.

Mr. Squire went into the witness box, and said that on Saturday, April 17th, he was playing tennis at the Hongkong Electric Company's Recreation Club, North Point. He was there during the afternoon and after finishing play he remained talking with other members until approximately nine o'clock, when he left the Club on his motor-cycle. Until passing Bay View Police Station he had no companions, but after passing that point, Mr. Western and Mr. Paul joined him. Mr. Western was riding his own motor-cycle and Mr. Paul was riding as a pillion passenger.

Describing what happened while proceeding along the Causeway Bay Road, defendant said Mr. Western's machine drew level with him at Bay View, from which point Mr. Western took the lead. Defendant rode about 6 to 7 feet behind Mr. Western and about three feet clear to the right. Until the speed limit area was passed at Bay View their speed was ten miles an hour, but going along the straight in the Causeway Bay Road, they opened out to 15-20 miles an hour.

A SUDDEN SWERVE.

Passing the wall of the Jockey Club Stables, Mr. Western's cycle suddenly swerved to the right. Although defendant saw no reason for the swerve, he also attempted to swerve to avoid a collision. He failed to swerve enough and a slight collision took place. Mr. Western retained his balance and he (defendant) managed to retain his by thrusting out his right foot.

DID NOT REMEMBER ANYTHING.

After this, defendant continued, he did not remember anything until he was taken to hospital. They did not meet any traffic while going along the Causeway Bay Road. The road for the time of night was exceptionally clear of traffic. He could not swear to passing any rickshas, but he had a faint recollection of passing two going towards Bay View.

In reply to further questions by Mr. Leask, defendant said that he was an experienced motor-cycle rider. He had held a licence since 1911, and had driven considerably in England. When working for one firm he covered about 60-80 miles per day and while in France he was a despatch rider for three months.

CROSS-EXAMINED.

Cross-examined by Inspector Kent: Had you a speedometer on your machine?—Defendant: No.

How do you estimate the speed at which you were travelling?—From 15 years experience of ending motor-cycles. The speed might have been over 20 miles an hour?—I said approximately.

The place where the collision took place was 500 feet from the tramway shelter?—I should estimate the distance at 50 to 60 yards.

What was it that caused you to lose your senses?—I do not remember anything after the first collision. I do not remember seeing the tramway shelter, or anyone standing near there, neither do I remember the smash.

Had you been drinking at the Club?—Not more than I do every day.

Mr. Leask objected to this question and thought it should not have been asked. He had understood, he said, from Inspector Kent that this question would not be brought up.

Inspector Kent replied that he did not infer that defendant was drunk. He did not know that defendant was going to say that he did not remember anything of what happened. That was the reason he put the question.

In reply to His Worship, defendant said he was not conscious of receiving any blow. He felt afraid when he saw Mr. Western cross his path. It appeared to him that a collision was imminent, and he therefore prepared to throw himself off his machine if any crash came. Whether it was the strain of this that caused him to lose his senses and his memory he did not know.

In reply to Mr. Leask, defendant said that his front number-plate was slightly damaged before the accident. It was bent on Easter Sunday when he and others went around the New Territories. After leaving the witness box and inspecting the number-plate, defendant said it was different now to what it was prior to the collision. The corner was bent more than before.

Defendant, addressing His Worship, said that if necessary he could produce his club chits to show what drink he had on the evening in question.

His Worship replied that this was not necessary. There was no suggestion that he was drunk.

AN ESTIMATE OF SPEED.

Mr. Douglas Edwin Western, also employed at the Hongkong Electric Company, said he left the Hongkong Electric Company's Recreation Club soon after nine o'clock on Saturday, April 17th, with the intention of dropping Mr. Paul, whom he had as a passenger on the pillion of his machine, at East Point Terrace, Yee Wo Street, where Mr. Paul's quarters were. Mr. Squire, who had been at the Club all the afternoon, left the Club at the same time and started off about thirty seconds ahead of witness. At Bay View witness overtook Mr. Squire and took the lead along the Causeway Bay Road. Along the straight he thought they were doing about 25 miles an hour. He had no speedometer. There was no traffic on the road.

TO AVOID A CYCLE.

By the Jockey Club Stables witness swerved to avoid a push bicycle and immediately afterwards Mr. Squire's machine came into contact with his machine.

Mr. Leask: Did it make any difference to your balance or speed?—Witness: With a passenger on the back it was hardly noticeable.

What happened next?—Mr. Squire passed me and went straight for the shelter at the tram terminus.

APPEARED TO CRASH.

Mr. Leask: Did he crash into the tramway shelter?—Witness: So far as I could see he did. He went over the pavement and appeared to go straight for the shelter. Whether he actually struck it I don't know, but there were a few scratches on it. I pulled up alongside the shelter.

Mr. Leask: Evidence has been given that your bicycle went up Caroline Road. Is that so?—Witness: It most certainly is not so.

Another witness has said that you circled the plot of ground on which the tramway shelter is built and then pulled up?—That is not so.

You are certain that you pulled up alongside the shelter and that your bicycle was facing towards Hongkong?—Yes.

What happened after you pulled up?—Mr. Paul jumped off and helped Mr. Squire. I put the machine on the stand and went for two rickshas to get the two men to the hospital.

Was Mr. Squire thrown clear of his machine?—He was lying astride of it with his right leg underneath the machine.

Did you notice the deceased man?—Not until I saw him lifted up. I did not know until then that another man had been hit.

In reply to another question by Mr. Leask, witness said that Mr. Squire's number-plate was damaged before the accident.

THE SPEED ESTIMATE.

Cross-examined by Inspector Kent: You had no speedometer and your speed might have been more than you estimate. It is possible.

It may have been thirty instead of 25 miles an hour?—It is possible.

How long have you been riding a motor-cycle?—Since last September.

You have said that there were three spokes broken in the rear wheel of your machine. Have you reported that to the police?—I reported the accident the same evening and thought everything was O.K. I did not think it was necessary to report further. I have not been asked about my machine.

Mr. Leask interposed that the prosecution knew there had been an accident and could have found out about it.

Inspector Kent said he knew nothing about the spokes.

Witness remarked that he knew nothing of the damage to his machine at the time he made his report of the accident. Since then there seemed to be no reason to report the matter further and he had been asked nothing about it.

Inspector Kent said since it was decided that Mr. Squire was to be charged and he understood Mr. Leask was calling Mr. Western as a witness, he did not think it would have been fair to question a witness for the defence. If he had done so, he thought Mr. Leask would probably have had something to say about it.

Replying further to Inspector Kent, witness said he did not notice a constable on traffic duty outside the sentry box.

Inspector Kent: That officer stated that you went up Caroline Road?—Then the officer could not have been in his proper position; otherwise he could not state that I went up Caroline Road.

When the collision occurred between the two cycles did either of you pass any remark?—I did not hear Mr. Squire pass any remark and I myself did not.

You said there was a push bicycle on the road. Which way was it travelling?—Towards Causeway Bay.

On the wrong side of the road?—No we were all travelling towards Causeway Bay on the same side.

There were no other vehicles on the road?—None at all.

PILION PASSENGER'S STORY.

Mr. Alfred Frank Paul, also employed by the Hongkong Electric Company, who was the pillion passenger on Mr. Western's machine, estimated the speed at which the machines were travelling along the Causeway Bay Road at 20-25 miles an hour. Witness gave corroborative evidence regarding the swerving of the machines.

Continuing, he said that after Mr. Squire's machine came into contact with Mr. Western's, Mr. Squire rode straight on and appeared to hit the tramway shelter.

In reply to Mr. Leask, he said he was certain that Mr. Western's motor-cycle did not turn into Caroline Road. Neither did it go around the block on which the shelter was built.

In reply to Inspector Kent, witness did not think the speed could have been over 25 miles an hour.

Inspector Kent: What speed were you going from the end of the Polo Ground to the tramway terminus? Did you increase or decrease?—Witness: We decreased.

For what reason?—Because we were approaching the corner.

Did you actually see a man riding a push bicycle?—Yes.

HEARD A CRASH.

A Chinese regulator employed by the Hongkong Tramways, Ltd., said that he was sitting in his office at the Causeway Bay tram shelter on the night of April 17th when he heard a crash and went out to see what had happened. He saw the motor-cycle lying outside the shelter and the two injured men in a pool of blood.

In answer to Mr. Leask, witness said that one of the European inspectors, Mr. Mantion, moved the damaged motor-cycle into the shelter and gave witness instructions to get some water and wipe up the blood.

In reply to further questions, witness said no one was told to look after the machine. He did not think anyone would tamper with it. The shelter was locked up every night, but some employees slept there.

AN EXPERT'S EVIDENCE.

Mr. Frederick Baker, called as an expert witness by the defence, said he was an officer of the Public Works Department, Mechanical Transport. He had had thirteen years' experience with regard to motor vehicles. He was familiar with this particular stretch of road at Causeway Bay and travelled over it daily.

Mr. Leask: Would you consider 20-25 miles an hour a dangerous speed at which to take the corner coming westward past the tramway shelter, provided there was no traffic?—Witness: No.

Continuing, witness said he first saw the damaged motor-cycle about 10.30 a.m. on Sunday, April 18th. He went to look at it out of curiosity, having heard that there had been an accident. The damage was as given in the newspaper reports, with the exception of the lamp which was then on its brackets and not merely hanging by the thread of the cable.

Mr. Leask: If a motor-cycle being driven at a speed of 25-30 miles an hour collides with an object such as the tramway shelter what would happen? Would the driver be thrown clear or what?—Witness: I think he would be thrown clear.

If a motor-cycle hits the pavement at that speed would the rider be thrown over the handle bars or would he fall on one side?—I think he would be thrown clear.

His Worship: I don't think an expert witness can give evidence as to how a man will be thrown off his machine.

Mr. Leask: You have been to Brooklands and have seen accidents?—Witness: Yes.

Mr. Leask said it was because of the past experience of witness with regard to such matters that he had put the questions.

Witness, in reply to another question, said that it was impossible to judge the speed at which a motor-cycle had been travelling by the damage done to the machine.

EXPERT CROSS-EXAMINED.

Cross-examined by Inspector Kent, witness gave his age as 28 years. He had been in Hongkong for just over four years.

Inspector Kent: How long were you in military services?—Witness: Over four years.

That is eight years out of your motor-cycling experience?—Yes.

Your position in the P.W.D. is that of a second-class overseer?—Yes.

In this case it is not alleged that the cycle collided head on with the tramway shelter, but with the man. Would that not bring the machine to a dead stop and cause it to fall over?—Yes.

You say 20 miles an hour is a reasonable speed travelling around that bend?—Provided the road is clear.

Is it often clear between 6 a.m. and midnight?—Not very often.

When I took you down to the police garage and you saw the machine was there any difference in its condition then and when you saw it in the tramway shelter on the Sunday morning?—No, only that the lamp was off when I saw the machine in the garage.

How would you account for the front wheel being buckled in two places?—I cannot account for it. I can understand it being buckled in one place.

This evidence concluded the case for the defence.

NOT "GROSS NEGLIGENCE."

Addressing His Worship, Mr. Leask said the defendant had two charges preferred against him, one of manslaughter and one for reckless driving. As His Worship would know, in order to prove manslaughter, one of the most difficult charges to prove, the onus was on the prosecution to establish that the defendant was guilty not only of "ordinary negligence," but also of "gross negligence," or as another judge had said "reckless and negligent conduct." That had to be proved to bring even a *prima facie* case of manslaughter. It had to be proved that the negligence was so gross as to make it criminal. There had been nothing in the evidence of the prosecution to suggest that negligence had been criminal or gross. In fact there had been no evidence as regarded reckless-

ness. One witness went so far as to estimate the speed at 34-40 miles an hour, but he was not definite. Other witnesses had described the speed as terrific.

Mr. Leask thought it had been established that the second cycle did not go anywhere near Caroline Road and that in fact it pulled up.

VAQUE ESTIMATES OF SPEED.

After quoting various legal authorities, Mr. Leask said that if His Worship considered the evidence he thought he would discharge defendant. The suggestions of speed had only been vague and nothing had been established even now. Sub-Inspector Field said that two machines were doing 35-40 miles an hour when 100 yards away from the tramway shelter. Yet Inspector Field did not know of the accident. Putting the speed at 40 miles an hour it would only take five seconds to cover 100 yards and if Inspector Field had turned his head, as he said he did, he must surely have seen what happened. He could not identify the two machines nor the riders. He put it that Inspector Field was more than 100 yards away at the time. There was considerable doubt as to where the two rickshas were and it was very difficult to estimate speed at night.

LOSS OF MEMORY.

Mr. Leask then referred to defendant losing his faculties as a result of the shock and submitted that he was not guilty of gross negligence in matters over which he had no control. He thought medical evidence, if it had been called by him, would have shown that it was possible for a man to lose his faculties under the circumstances in which Mr. Squire had been placed. Mr. Squire was the only man who could possibly have told them how the accident happened, and he only remembered striking Mr. Western's cycle and nothing more.

In conclusion, Mr. Leask said: You have heard the evidence and in the face of that evidence I shall be surprised if your Worship holds that there is even a *prima facie* case of "gross negligence" sufficient to justify a charge of manslaughter.

COMMITTED FOR TRIAL.

His Worship: I consider that the prosecution has established a sufficiently strong case to go before a jury. Therefore I commit defendant for trial at the Criminal Sessions.

On the application of Inspector Kent, His Worship adjourned the hearing of the charge of reckless driving *sine die*. On a further application of Inspector Kent bail was increased. His Worship allowing defendant bail in \$500 cash and \$500 security.

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[A.B.]

[108]

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NEW ADVERTISEMENTS.

NOTICE.

IT IS HEREBY NOTIFIED that VALUATION LISTS for the COLONY for the Year 1926-1927 will be OPEN for INSPECTION at the TREASURY for TWENTY-ONE DAYS, commencing on MONDAY, 17th MAY, 1926.

(Sd.) O. McLESTER,
Colonial Treasurer and Assessor
of Rates.

TO ALL TO WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that The Honourable the Attorney General intends at an Early Date to apply to the Legislative Council of Hongkong for a Bill intituled: "An Ordinance to authorise The Bank of Canton Limited to convert its gold capital into silver."

Dated the 14th day of May, 1926.
JOHNSON STOKES & MASTER,
Solicitors for
The Bank of Canton Limited.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of WILLIAM GOULD BENNETT DENMAN FULLER, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probate Ordinance, 1897 (No. 2 of 1897), made an Order Limiting the Time for Sending in Claims to or Against the above Estate to the 12th day of JUNE, 1926.

Creditors and Claimants are hereby Required to Send their Claims to the Undersigned by the above Date.

WILKINSON & CRIST,
Solicitors for the Executor,
No. 9, Queen's Road Central, Hongkong.

HONGKONG CRICKET CLUB.
TENNIS TOURNAMENT.

WEATHER and Ground Permitting the following programme has been arranged—

MONDAY, 17th - Semi-Finals OPEN
DOUBLES
HANCOCK & REDMOND
v.
RUMJAHN & RUMJAHN.
TUESDAY, 18th - Semi-Finals OPEN
SINGLES
LO v. RUMJAHN.
WEDNESDAY, 19th - Final OPEN
DOUBLES
FRIDAY, 21st - Final OPEN SINGLES to be followed afterwards by Presentation of prizes.

HONGKONG CRICKET CLUB.
TENNIS TOURNAMENT.

MEMBERS and SUBSCRIBERS may now book SEATS at the PAVILION to witness the FINAL MATCHES.

WEDNESDAY, 19th - Final OPEN CHAMPIONSHIP DOUBLES Seats \$1.00
FRIDAY, 21st - Final OPEN CHAMPIONSHIP SINGLES Seats \$1.00
BOOKING will CLOSE at the PAVILION on SUNDAY, 22nd MAY at 8 P.M.
On and after MONDAY, 17th, Booking will be at Messrs. MOUTRIE'S.

FANLING HUNT STEEPCHASES.

WHITSUNIDE MEETING.

MONDAY, 24th MAY, 1926.
SADDLING BELL ... 2.30 P.M.
FIRST RACE ... 3.00 P.M.
ENTRANCE TO ENCLOSURE AND COVERED STANDS ... \$1.50 PER HEAD.

MOTOR CARS can be PARKED on the RAIL opposite the GRAND STAND \$5 Per Car.

SPECIAL EXPRESS TRAIN to the Race Course Kowloon at 1.15 P.M.
RETURN SPECIAL EXPRESS TRAIN Leaves FANLING STATION at 5.52 P.M.
REFRESHMENTS will be Catered for by THE BITZ.

NAVY LEAGUE.

ON TUESDAY, 18th INST., there will be a LANTERN SLIDE LECTURE given by Rev. G. E. S. UPSDELL, in the CENTRAL BAZILLER SCHOOL Kowloon, at 5.30 P.M.

The subject will be "THROUGH SHOT and SHELL" (NELSON AND HIS TIMES) and Parents, Children and the General Public are Cordially Invited to Attend.

L. M. WHITE,
Hon. Secretary.

ADVERTISERS with Stand at MAN-CHES-TER and BRADFORD EXCHANGES and Office in BRADFORD, with connections amongst LANCASHIRE and YORKSHIRE MANUFACTURERS and SUPPLIERS, desires to act as BUYING AGENT for IMPORTERS of COTTON and WOOLLEN CLOTHS, also YARNS, Commission and Expenses Interview can be arranged in LONDON. Write "C.M." c/o STREET, 6, Gracechurch St., LONDON, E.C. 4.

INTIMATIONS.

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE has to inform All Interested in SAFE DEPOSIT, that they have actually in their New Building, 5, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of \$8 for the Small Size and \$12 for the Large Size. Please Apply to The CASHIER.

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the THIRD EXTRA RACE MEETING to be held on SATURDAY, 15th JUNE, 1926 (weather permitting), may be obtained at the RACE COURSE, HONGKONG CLUBS and CAUSEWAY BAY STABLES. ENTRIES will CLOSE at 12 o'clock NOON on SATURDAY, 22nd MAY, 1926.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 17th day of May, 1926, at 2 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot EXEMPTED LAND at SHAN KUAN in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty, this 15th day of May, 1926, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Acres	Annual Rent
1	Lot No. 133, situated at Victoria and Kowloon in the Colony of Hongkong and known as SUBSECTION 2 of SECTION B of INLAND LOT No. 1274, together with No. 18, SAI YUEN LANE erected thereon.	1.07475 Sq. ft. Crown Rent: \$3.78.	
2	The REMAINING PORTION of NEW KOWLOON INLAND LOT No. 837, together with 6 NEW BUILDINGS erected thereon.	Area: 24,750 Sq. ft. Crown Rent: \$114.	

BY ORDER OF THE MORTGAGEE.

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To be sold IN TWO LOTS ON THURSDAY, THE 20th DAY OF MAY, 1926, At 3 o'clock P.M.

THE CHINA AUCTION ROOMS, 4, DUNDAS STREET, VICTORIA, HONGKONG, BY MR. E. V. M. R. DE SOUSA, Auctioneer.

For further Particulars and Conditions of Sale, apply to—

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INTIMATIONS.

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIFTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Undersigned on TUESDAY, the 18th MAY, 1926, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the Year ended the 31st DECEMBER, 1925.

THE SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 4th to the 18th MAY, 1926, both days inclusive.

JARDINE, MATHESON & CO. LTD., General Agents, Hongkong, 25th April, 1926.

HONGKONG & TERRITORIAL ESTATES, LIMITED.

THE SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, "St. George's" BUILDING, No. 6, Connaught Road, on THURSDAY, the 20th MAY, 1926, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Agents for the period ended 31st DECEMBER, 1925, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 11th MAY, 1926, until THURSDAY, the 20th MAY, 1926, both days inclusive.

SEEWAN, T. JAMES & CO., General Managers, Hongkong, 10th May, 1926.

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at the Head Office, UNION BUILDING, Hongkong, on FRIDAY, 28th MAY, 1926, at 11 o'clock A.M. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1925, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from MAY 12th to MAY 28th, both days inclusive.

By Order of the Board, PAUL LAUDER, General Manager, Hongkong, May 3rd, 1926.

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 28th MAY, 1926, at 11.15 A.M. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1925, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from MAY 12th to MAY 28th, both days inclusive.

By Order of the Board, PAUL LAUDER, General Manager, Hongkong, May 3rd, 1926.

THE CHINA FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 28th MAY, 1926, at 11.20 A.M. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st DECEMBER, 1925, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from MAY 12th to MAY 28th, both days inclusive.

By Order of the Board, PAUL LAUDER, General Manager, Hongkong, May 3rd, 1926.

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INTIMATIONS.

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BIRTH.

Mrs. On May 6th, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. E. C. Muir, a daughter.

P. P. C.

Surgeon-Commander and Mrs. Muir wish all their friends to receive the charges of "en-canny" often levelled against them, and the owners, on the recommendation of the Coal Commission, have agreed not to countenance such general accusations in the future. The men are to be given credit for doing their best. There seems to be a prospect, therefore, that the negotiations will be carried on not with mutual recriminations but in a spirit of good will, with a sincere determination on all sides to find some way out of the deadlock.

Hongkong Office: 14, Chater Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 14TH, 1926.

THE TASK AHEAD.

GREAT Britain, during the past ten days, has been subjected to one of the gravest ordeals in her history, and the common sense of the people has prevailed. There is no great cause for rejoicing. It is certainly not an occasion for one party to triumph over another. Although the General Strike was called off by the Trades Unions unconditionally and the Government are not bound by pledges of any kind it would be the height of folly to allow the reactionaries to get the upper hand and to dictate a policy of repression under the excuse of safeguarding the life of the nation from similar attacks in the future. It must be remembered that the quick collapse of the general strike—we do not call it a failure because it will not have failed if better industrial conditions and wiser co-operation between employers and men grow out of it—does not by any means imply the end of Trade Unionism or, indeed, any great diminution in its strength. The workers quite rightly band together to save themselves from exploitation and

there is no doubt that throughout the country there was a great deal of sympathy with the miners' claims. It was only when the monstrous attempt was made to enforce their demands by a complete paralysation of the country's activities that the good-will of the great mass of the public was alienated. The miners' case was swamped by the incomparably wider issues involved.

It is no unfair boast to say that the Englishman likes everyone to have a fair chance and in such a strike as that engineered at Home this month there was no suggestion of fair dealing for anyone. All were caught in the turmoil and probably the small tradesman, struggling single-handed to make a living, suffered worst of all. We are inclined to think it was the "realisation of the fact that the public were against them, rather than fear of the consequences to themselves of Mr. Justice Atkinson's decision in the Law Courts, that influenced the Trade Union officials in their surrender. The threat of legal proceedings would not have deflected them from the course they had mapped out had they, conscientiously believed that the nation, or even a fair proportion of it, had been behind them in the struggle.

Now there is to be a resumption of negotiations regarding the possibilities of reorganising the coal industry. That brings the issue once again within reasonable limits and we do not think anyone will regret the payment of the subsidy for a few more weeks until some settlement is reached. It was the offer made by the Premier before the strike started but the men's leaders, confident in their own strength, brushed it on one side. A National Wages Board is to be established with an independent Chairman and it is tacitly admitted that there will be no reduction in wages unless there are guarantees that the re-organisation proposed by the Coal Commission with the object of bringing back prosperity to the industry will be effectively carried through. There is the real difficulty. Unless greater profits can be made by the mines the wages now paid in many districts cannot be maintained. That is the stone wall against which all striking is vain, and we can only hope that now the best brains in the country are concentrated on the problem, and it is realised how much is at stake, that improved methods of administration, more efficient machinery and a greater effort on the part of the men will lead, through increased output and diminished overhead charges, to the desired result. The miners, however, it should be noted have strongly resented the charges of "en-canny" often levelled against them, and the owners, on the recommendation of the Coal Commission, have agreed not to countenance such general accusations in the future. The men are to be given credit for doing their best. There seems to be a prospect, therefore, that the negotiations will be carried on not with mutual recriminations but in a spirit of good will, with a sincere determination on all sides to find some way out of the deadlock.

Dr. Ozorio and Dr. Atienza have removed to St. George's Building.

There were no cases of notifiable disease in Hongkong during the 24 hours ended May 13th.

Mr. W. J. Eldridge, of the Taikoo Dock Co., is leaving for home on Saturday by the *Kishu*, on furlough.

An extraordinary general meeting of members of the Kowloon Bowling Green Club has been called for Tuesday, May 25th at 6 p.m. at the Club House.

In attempting to catch a chow dog on Wednesday, an Indian constable was bitten in the thumb. The animal which was found to be suffering from mange, was destroyed.

The *s.s. President Wilson* brought a fairly heavy mail to Hongkong yesterday. Included in the total of 491 bags were 26 bags of letters from the United Kingdom *via* Siberia, and 38 bags from the Continent *via* the same route. The remainder of the mail consisted of letters and papers from U.S.A., Honolulu, Japan and Shanghai.

Draft programmes and entry form: are ready for the Third Extra Race Meeting on Saturday, June 5th. They can be obtained at the Race Course, the Hongkong Club, and the Causeway Bay Stables.

Mr. G. W. Hall, residing at No. 172, The Peak, reported to the police on Wednesday, that an automatic revolver, loaded in seven chambers, and valued at \$50, had been stolen from a locked drawer at his residence.

A girl named Nellie Docherty was knocked down in Nathan Road on Wednesday by a motor-cycle ridden by Dr. A. Frimmermann, of "Homeville," Kowloon City. She was slightly injured, but refused to go to hospital.

A Chinese sugar-boiler employed at the Taikoo Sugar Refinery, was sentenced to one month's hard labour at the Central Magistracy yesterday, for stealing two sugar-straining sacks. A fireman, charged with aiding and abetting, was given a like sentence.

Mrs. B. Thompson, who has gone to Manila in connection with the Publicity and Programme for the forthcoming visit of the Quaints, writes that the whole town is interested in the prospect of a visit from such a well-known Company. The booking is breaking all records.

Sir Victor Sassoon, Chairman of Messrs. E. D. Sassoon & Co., Ltd., arrived in the Colony from Shanghai yesterday by the *s.s. President Wilson*. He was accompanied by Captain R. E. Sassoon, head of the Shanghai branch of the Company. After a week's stay here, he will return to India.

If you see a man thrashing a horse or kicking a dog, call him a "narcotic-crudebrian." This is one of 500 words suggested to the Pennsylvania Society for the Prevention of Cruelty to Animals, which recently offered a prize for the most suitable word as a withering, blasting cognomen which can be applied to a person utterly indifferent to the suffering of animals.

THE LATE MR. T. S. FORREST.

ESTATE IN GREAT BRITAIN.

Mr. Thomas Shaw Forrest, of St. Andrews, Fife, formerly of Hongkong, retired merchant, late of Messrs. Jardine, Matheson & Co., Limited, who died on November 10th last intestate, left personal estate in Great Britain valued for probate at £23,535 17 7d.

Mr. Forrest was associated with Messrs. Jardine, Matheson & Co. for over twenty years. During his period of service in the Far East from 1897 until his retirement in 1919 he was stationed in many of the Company's offices, but chiefly in Shanghai, Yokohama and Hongkong.

In his earlier years Mr. Forrest was a polo player, but it will be as a golfer that he will be remembered in the world of sport. He was one of the originators of the Fanning course and helped to lay it out. He and Sir Henry May, a former Governor, were responsible for the erection of the "half-way" house. Mr. Forrest is credited with having aroused Sir Henry May's interest in the Royal and Ancient Game and with having taught him to play, and as a memento of the many happy hours they had spent on the links they decided between them to defray the cost of building the "rest house."

DEPARTING TO-DAY.

RESIDENTS LEAVING ON "EMPEROR OF CANADA."

When the R.M.S. *Empress of Canada* sails to-day at noon for Vancouver *via* Shanghai and Japan ports, she will carry a fairly full complement of passengers.

Proceeding Home *via* Canada are the following:—

Mr. J. Owen Hughes; Mr. Key, Secretary of the Hongkong General Chamber of Commerce; Mr. A. Boyd, of the Hongkong and Shanghai Bank, Sourabaya; and Messrs. Boyd, Mr. H. Staple Smith, of Deacons & Co., Canton; Mr. J. Hartshorn, of the Chinese Customs at Pakhoi; and Mrs. Hartshorn.

Going to Victoria are:—

Mrs. B. Hall, wife of Mr. Hall, of Jardine, Matheson & Co., and child; Mrs. D. G. M. Bernard, wife of Mr. D. G. M. Bernard, of Messrs. Jardine, Matheson & Co.; Mrs. F. R. Marsh, wife of Mr. Marsh, Manager of the Hongkong Electric Company.

Going to Shanghai are Mr. J. A. Gubbay and Mr. G. H. Potts. Mr. Potts will later join the *Empress of Russia* at Shanghai and proceed to Europe.

Mr. E. Stone, general passenger agent for the Orient of the C.P.R., is leaving for Yokohama.

TYPHOON WARNING.

The American Consulate informed us last night that at 4.50 p.m., on the 13th, the typhoon was East of Formosa, developing.

STRIKE CANCELLATION.

MINERS ANGRY AT NOT BEING CONSULTED BEFORE ACTION.

SERIOUS INCIDENT AT DONCASTER.

(THROUGH REUTER'S AGENCY.)

A CABLE FROM HOME RECEIVED LAST NIGHT SURVEYING THE SITUATION SAID THAT THERE HAD BEEN VERY LITTLE CHANGE. EMERGENCY SERVICES ARE STILL BEING OPERATED BY VOLUNTEERS, AND VERY FEW STRIKERS HAVE RETURNED TO WORK. SEVERAL DAYS WILL BE REQUIRED FOR THE NORMAL LIFE OF THE COUNTRY TO RECOVER FROM THE DISLOCATION OF THE LAST TEN DAYS.

London, May 13th.

A survey of the situation in London reveals the smallest change. Very few strikers have returned. Emergency services, trams and buses are still operating. The scramble of workers to reach business is proceeding.

Newspapers are still appearing in attenuated form. Apart from the dissatisfaction of the miners regarding the cancellation of the general strike and the refusal of numerous railwaymen and transportmen to resume, several days will be required for the normal life of the country to recover from the dislocation of the last ten days.

A thorough inspection of the permanent way, rolling stock and signalling system of the railways is needed, and the important question of the re-engagement of strikers is likewise full of difficulties. At least one railway announces the number of staff it will be able to employ will be materially reduced.

A further problem will probably arise regarding railwaymen's wages. The Companies in October, 1925, asked the Railway Rates Tribunal to reduce the men's wages, but the Tribunal refused the application in the case of men already serving, but provided a lower scale for new entrants. The point they are now discussing is whether the railway strikers by breaking their contracts automatically quitted the service, and therefore, may be re-engaged at a lower scale.

MEN DISINCLINED TO RESUME.

LATER.

The Transport Workers Union has decided to respond to Mr. Baldwin's appeal, and has advised members to make satisfactory arrangements with employers to secure a speedy resumption of public services and industries, but reports from London and the provinces indicate a general disinclination to resume.

The railwaymen who are still out, at mass meetings in various centres passed resolutions declining to resume on the companies' conditions.

Meetings of all the trades affected at Southampton and Liverpool have passed resolutions not to return without guarantees against victimisation.

The printers are still out, although the headquarters of the Printers' Union have told the proprietors of both newspaper and the general printing trade that the men are ready to return.

When the railwaymen at Stratford Works (London and North Eastern) arrived in great numbers this morning to resume they were confronted with the notice "Arrangements are being made to re-open the works at the earliest moment to men whose services are required. Such will be notified by post or other means."

FRENCH PRESS VIEWS.

Paris, May 13th.

Nearly all the newspapers comment on the termination of the strike. The *Figaro* congratulating the British on passing through a "terrible crisis" without bloodshed.

The *Echo de Paris* says the British social order has emerged through the ordeal triumphant and subversive elements in Europe have been set back. It especially eulogises Mr. Baldwin. The British Government acted not as a strike-breaker, but as a destroyer of civil-war, and if social order in Britain had been unable to cope with the danger the whole cause of law and order in Europe would have been jeopardised.

THE KING'S MESSAGE.

London, May 12th.

His Majesty the King, in a message sent out from Buckingham Palace, states:—

"To My People.—The nation has just passed through a period of extreme anxiety, but it is to-day announced that the general strike has been brought to an end. At such a moment, it is supremely important to bring together all my people to confront the difficult situation which still remains. This task requires the co-operation of all able and well-disposed men of the country. Even with such help, it will be difficult, but it will not be impossible.

"Let us forget whatever elements of bitterness the events of the past few days may have created, only remembering how steady and how orderly the country remained, though severely tested, and forthwith address ourselves to the task of bringing into being a peace which will be lasting because, forgetting the past, it looks only to the future with the hopefulness of a united people."

APPEAL TO COUNTRY.

An appeal to the country to forget the past quarrel and refrain from recrimination as regards who started it, is made by the Premier in a message to the country which was wirelessly broadcast to-night.

Mr. Baldwin appealed to employers to be generous, to workers to work cordially, and to the whole country to co-operate in restoring the country's industrial welfare. The Premier took the opportunity of expressing thanks to all who had co-operated in keeping the country going under the difficulties.

TENSE COMMONS MEETING.

When the House of Commons assembled it was most crowded and there was an electrical atmosphere and a buzz of comments with outbreaks of cheering. Mr. Baldwin on entering was given an ovation. The Prince of Wales and Duke of York were seated in the Peers Gallery.

VICTORY FOR COMMON-SENSE.

Mr. Baldwin said that the Trades Union Congress called at Downing Street and told him they had decided to call off the strike forthwith. Mr. Baldwin replied to them that it would be the immediate effort of himself and colleagues to secure the resumption of negotiations in the mining industry with a view to the earliest possible settlement. Mr. Baldwin said he would only add to the House that he believed peace had come and that the victory that had been won was a victory for common-sense—not for any one part of the country but for the best part of the whole United Kingdom.

Mr. Baldwin added that it was of the utmost importance that the British people should look not backwards but forwards and that we should resume work in a spirit of co-operation putting behind us all malice and vindictiveness.

MORE INFORMATION WANTED.

Mr. MacDonald said he was anxious not to commit any breach of good feeling for which Mr. Baldwin had appealed, but the matter of practical details had to be considered and this necessitated a discussion. He hoped that Mr. Baldwin would make a fuller statement.

Mr. Baldwin replied that he recognised the necessity of a fuller statement as soon as possible but it was impossible to-day. He would keep in touch with Mr. MacDonald.

There was no demonstration either at Mr. MacDonald's question or Mr. Baldwin's statement after which Mr. Baldwin, Mr. MacDonald and other leaders departed.

TENTATIVE TERMS.

The House proceeded to debate the Merchandise Marks Bill.

The cancellation of the strike was largely due to the intervention of Sir Herbert Samuel, who, following on conversations with the Trades Union Congress, wrote a letter to-day formulating the conclusions reached, and emphasising that he was acting entirely on his own initiative and had not received any authority from the Government and was unable to give assurances on their behalf. He was of opinion that the proposals embodied in the Memorandum were suitable for adoption and likely to promote a settlement of the differences in the coal industry. He promised strongly to recommend the Government acceptance when the negotiations were renewed.

RELYING ON ASSURANCES.

Mr. Pugh, of the T.U.C., replied, contending that the Memorandum offered a basis for the renewal of negotiations, and stated that the necessary measures were being taken to terminate the General Strike. He said he was relying on the Premier's published assurances regarding the steps that would follow, and was assuming that during the resumed negotiations, the subsidy would be renewed and the lock-out notices of the miners immediately withdrawn.

THE SUGGESTIONS.

Sir Herbert Samuel's Memorandum, provided: firstly, that negotiations into the conditions of the coal industry be resumed and that the subsidy be renewed for a reasonable period; secondly, that the negotiations were not likely to be provided of settling the disputes of the industry other than by conferences of miners and owners alone, and that consequently a National Wages Board should be established, including representatives of the two parties with a neutral element and an independent Chairman; thirdly, that the parties to the Board should be entitled to raise any points they considered relevant; and fourthly, that there should not be revision of previous wages rates unless there were sufficient assurances that the measures of re-organisation which the Commission proposed will effectively be adopted.

Further, that a Committee should be established as the Premier proposed, including men's representatives whose duty would be to co-operate with the Government in preparing the necessary legislative and administrative measures, and that the same Committee or the National Wage Board should assure itself that necessary steps, so far as they relate to matters within the industry, were not being neglected or unduly postponed.

CABINET NOT PLEDGED.

Reuter learns that the cancellation of the strike was absolutely unconditional and that the attitude of the miners or the effect upon them was not mentioned at this morning's meeting with the Premier.

The T.U.C. and the Cabinet met this afternoon and adjourned till to-morrow. The Cabinet had not seen Sir Herbert Samuel's Memorandum and will begin consideration of the matter to-morrow, not hampered by any pledge. There is an understanding, though, that the consideration will doubtless include Sir Herbert Samuel's memorandum.

The proclamation of a state of emergency remains in force at present.

OBJECTIONS BY MINERS.

Mr. A. G. Cook announced that the Miners' Executive yesterday rejected the draft terms of settlement submitted by the T.U.C. after the meeting with Sir Herbert Samuel. The Miners' Federation was not consulted as regards the proposals which imply reductions of wages for many mineworkers. The Federation did not participate in yesterday's discussions and Mr. Cook added that the T.U.C.'s decision to-day to call off the general strike was taken without consulting the Federation. The matter must be referred to the miners and, meanwhile, the miners' stoppage would continue indefinitely.

THE JUSTIFICATION?

In announcing the termination of the strike, the *British Worker* says that the workers came out to ensure a fair deal for the miners, and they were satisfied that can now be achieved.

LORD ASQUITH'S WARNING.

In the House of Lords, in announcing the "Great News" Lord Salisbury said there would be no note of triumph in his voice and he hoped there would be no note of triumph elsewhere. The British people had asserted themselves and returned to the path of legality. The Government would resume the role of mediator in the efforts to produce peace in the coal industry without the least delay.

Lord Asquith agreed that it was not the moment for recrimination or excuses. He declared that all classes of the community felt gratitude and satisfaction at constancy, patience, good temper and self-sacrifice exhibited in all quarters. But he uttered a warning that we were not yet at the end of our troubles and in this matter the exercise of those qualities would still be required in full measure in the weeks ahead.

NEWSPAPER OWNERS' ACTION.

The Newspaper Proprietors Association has decided that it will not re-engage any of the staff who were on strike at noon to-day until the Association has considered the terms of such re-employment.

In consequence of the foregoing it is problematical whether the newspapers in London will publish to-morrow.

SERIOUS INCIDENT.

Apparently, the miners' disappointment at the calling off of the general strike was the cause of serious disturbances at Doncaster, as the result of which over 50 miners were arrested. A mob of 200 held up road traffic, wrecked a newspaper van, tore up the newspapers and looted motor lorries. A strong force of police was sent up in motor buses and they charged the crowd with batons. Mounted men reinforced the police who dispersed the crowd.

FOREIGN VIEWS.

Paris, May 13th.

The calling off of the strike in Britain, which was followed with intense interest here has created a sensation and is the chief topic of conversation. The franc fell slightly.

The evening newspapers comment briefly, whilst the *Journal des Debats* says it is "a success for the British Government and the cause of order generally."

The *Liberte* calls it "a slashing defeat for Socialism." It adds that outsiders were chiefly struck by the resistance of the British people and the energy of the British Government.

DANISH OPINION.

COPENHAGEN, May 12th.

The Danish newspapers are unanimously satisfied at the end of the strike. They are of the opinion that it was realised by the whole world that what was being destroyed was more valuable than anything obtainable by either party.

ITALIAN VIEW.

ROME, May 12th.

The end of the British strike is acclaimed by the *Giornale d'Italia*, which says:—"The red policy in Britain, with the Communist leaders and the philo-Communists in the Trade Unions have had to recognize their impotence to incite the masses and overturn the British political system."

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, May 12th.

The strike settlement is greeted in the United States with the greatest satisfaction. It is generally opined that the British people behaved admirably.

[THROUGH REUTER'S AGENCY.]

CONTINENTAL UPHEAVALS.

GERMAN MONARCHIST PLOT DISCOVERED BY POLICE.

POLISH TROOPS IN REVOLT.

BERLIN, May 12th.

The overthrow of the Republican Government, a concentrated attack on Berlin, and the establishment of a "Reich Administrator" with full authority to dissolve all Federal State Parliaments and political parties, are among the objects of a plot unearthed by the Berlin police after a diligent search of the private houses of the leaders of several so-called Patriotic Associations and Clubs.

AMAZING PLANS.

The police discoveries included a plan for the mobilisation of forces for an attack on the capital, and a political programme which provided amongst other things for the voluntary resignation of President Von Hindenburg, and the abolition of the Constitution. The property of dissolved political parties, it was planned, would be confiscated; strikes and lock-outs were to have been prohibited under penalty of death, and the property of all Jews in Germany confiscated. It was also planned that all Republican leaders should be banished.

GOVERNMENT DECREE.

As a consequence of the disclosures contained in the documents seized, the Prussian Government has issued a decree ordering the dissolution of the extremist sporting clubs, the Warwolf, Viking, and the Olympia. The President of the Olympia Sporting Club, ex-Colonel Von Luck, has been arrested.

The confiscated documents also show that the leader of the Pan-German League has been in touch with various Bavarian Monarchist leaders, and that he has also written to the ex-Kaiser Wilhelm.

It appears that he communicated to the ex-Kaiser the efforts being made for the restoration of the Hohenzollern Empire in a liberated and a purified Fatherland. The Doorn exile replied thanking the writer and sending a photograph of himself.

TROUBLE IN REICHSSTAG.

Considerable controversy has arisen over the recent action of the Government in respect of the national flag and it led finally to the Reichstag passing a vote of non-confidence in Dr. Luther, Chancellor, by 176 votes to 146. One hundred and three members abstained from voting.

Criticism of Dr. Luther is due to the approval of the Government, decreeing that German Embassies and Consulates in European and overseas ports, should henceforth hoist, together with the Republican flag, the merchant flag in the form of the old Monarchist colours with the Republican colours in the corner.

CABINET RESIGNS.

THE NEW LEADERS.

The names of those who were to assume control when the Nationalist Dictatorship was established in Germany were found among correspondence seized. Dr. Neumann, Burgomaster of Leubeck, was to be Chancellor; Herr Hugenberg, Germany's newspaper king, was to be Finance Minister; and General von Moehl was to be Minister of Defence. The death penalty was to be imposed for every offence against the new régime and martial law to be declared throughout the country.

The Nationalist journals ridicule the alleged plot.

POLISH REVOLT.

TROOPS MARCHING ON THE CAPITAL.

WARSAW, May 12th.

A message from Warsaw states that a military revolt is reported to have broken out in Poland. Officers supporting the ex-President Pilsudski are said to be marching on the capital.

(Continued on next column.)

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

TERRIBLE RAILWAY ACCIDENT.

MORE THAN 50 PASSENGERS KILLED ON PEKING-HANKOW LINE.

HANKOW, May 13th.

A shocking accident occurred on May 12th on the Peking-Hankow Railway, a goods train being derailed on the cars, more than fifty Chinese travelling on the cars were killed and a large number injured.

The wreck held up the express in which the Extraterritorial Commissioners were travelling, till a special was despatched from Hankow.

PEKING POLITICS.

DR. W. W. YEN ASSUMES PREMIERSHIP.

PEKING, May 13th.

Dr. W. W. Yen officially assumed the post of Premier this afternoon.

[THROUGH REUTER'S AGENCY.]

THE SPANISH FLIGHT.

AVIATORS SAFELY REACH MANILA.

MANILA, May 13th.

The Spanish aviators, Capt. Gallarza and Capt. Loriga, left Aparri at 7.55 a.m., and arrived in Manila at 11.30.

TRADE FIGURES.

LOSS OF BUSINESS IN APRIL.

London, May 12th.

The Board of Trade returns for April are as follows:—

Imports £100,718,000

Exports 52,748,000

The figures show a falling off of over six millions sterling in imports and thirteen millions sterling in exports as compared with March when the figures were: Imports, £109,361,000 and exports, £56,390,000.

LEAGUE OF NATIONS.

COUNCIL FAVOURS BRITISH PROPOSAL.

Geneva, May 12th.

The Committee for the Reorganisation of the League of Nations Council has provisionally adopted the proposal of Viscount Cecil that certain non-permanent members should be elected for three years, assuming office immediately after election, while one-third of their number should be electable yearly. The Spanish and Brazilian delegates were the sole opposers and made reservations. Viscount Cecil said that Britain was opposed to any extension of the number of permanent members, with the exception of the admission of Germany.

CRICKET AT HOME.

CAMBRIDGE & SUSSEX MATCH ABANDONED.

CAMBRIDGE, May 12th.

To-day's match between the University and Sussex was abandoned. Unless matters improve by the end of the week, the fixture against the Australians for May 16th will be cancelled.

AUSTRALIANS v. HAMPSHIRE.

SOUTHAMPTON, May 12th.

Collins won the toss once again when the Australians opened their match with Hampshire to-day. Four thousand spectators were present.

When stumps were drawn, the visitors had made 284 for nine wickets. Bardley having scored 43, Taylor 73 and Gregory 123 not out.

ROYAL DUTCH DIVIDEND.

AMSTERDAM, May 12th.

The Royal Dutch Petroleum Oil Company has declared a dividend of 23 per cent.

to be marching on the capital with troops in an endeavour to overthrow the new Government under General Witos. Martial law has been proclaimed and the Government is taking energetic measures in defence.

LATER.

As the result of recent agitation some detachments of troops from the region of Rembertow have refused to obey the Government's orders. The new Government has taken all possible steps to protect the capital and have called on the insurgents to submit. The Government claims to be master of the situation.

PRECAUTIONARY MEASURES.

WARSAW, May 12th.

Precautionary measures of all kinds have been taken. The Cabinet is sitting continuously. Government buildings, bridges, telephone stations, etc., are guarded by troops with machine-guns.

STREET FIGHTING.

There was heavy street fighting in Warsaw in the afternoon, many being killed and wounded.

Anti-Government forces have occupied the Castle, the Prime Minister's residence and the Foreign Office. The Government has resigned and the President of the Republic is expected to follow suit.

CARGO BOAT RAIDED.

OCCUPANTS VICTIMS OF ARMED ROBBERY.

WOMAN AND CHILD PLACED IN SAMPAN.

A number of armed robbers boarded a Hongkong cargo boat near Ma Wan Island on Wednesday evening.

In a report made to the Water Police yesterday evening, the master of the boat stated that with eight other persons on board, including his wife and little daughter, he was proceeding from Hongkong to Lung Ku Tan with a cargo of salt fish. When about half a mile west of Ma Wan Island a sampan, in which were four men, came from behind. They asked to be taken on board as they were on their way back to Lung Ku Tan. He stopped his boat, and three of the men came on board, and immediately produced revolvers. His wife and child were told to get into the sampan and were moved away towards Hongkong.

He and his companions were then bound, bundled into the hold, and searched. They were kept there overnight, and next morning the robbers departed. Eventually, the master extricated himself from his bonds, and then released his companions. They found that the boat was anchored near Tin Mun, and immediately returned to Hongkong.

A fish merchant, who was one of the passengers on the boat was robbed of \$125 and a gold watch. The robbers total haul, was valued at \$154.

The woman and child arrived in Hongkong before the cargo boat returned. The report did not state where or how they were landed. It is unlikely that the man in the sampan brought them to Hongkong. He, apparently, put them on another craft before reaching the harbour.

"SMART PIECE OF DETECTIVE WORK."

MAGISTRATE COMPLIMENTS EUROPEAN.

CHINESE SENTENCED FOR POSSESSION OF OPIUM.

The Chinese opium smuggler, who was arrested on Wednesday, through the vigilance displayed by Mr. W. Saunders, of the Asiatic Petroleum Company, was charged with possession of 77 tins of opium, valued at \$1,000, before Mr. E. E. Lindsell at the Central Magistracy yesterday.

As reported in the *Daily Press* yesterday, Mr. Saunders' attention was attracted to two schoolboys who were carrying schoolbags, which they were constantly changing from hand to hand as though they were heavily laden. After following them to Caine Road, Mr. Saunders handed them over to a constable, and captured a Chinese whom they were following.

The schoolboys went to Court that the man offered them twenty cents to buy sweets if they would carry the packages. They acceded to his request.

The Chinese admitted the charge and said that he had found the opium among some rubbish in a back lane. He was fined \$9,000, or nine months' imprisonment, and a further three months without the option of a fine.

The boys were cautioned. The Magistrate described Mr. Saunders' action as a smart piece of detective work, and as highly creditable.

SENTENCE TO RUN.

ECHO OF SENSATIONAL BOMB CASE.

When Lo Wai Fong, a Chinese woman, was recently sentenced at the Central Magistracy to four years' imprisonment in connection with a sensational bomb case, Mr. H. J. Armstrong (of Messrs. Deacons) asked the Magistrate to state a case for appeal on a point of law.

When such an application is made, recognisances, usually \$750, have to be put up. The woman is stated to have some means, and when she was sentenced, a male relative of hers went to Canton to raise funds for the subsequent proceedings. He has failed to return, and as the time limit for the application to stand without payment of recognisances has now expired, the woman's sentence must run its course.

It will be recalled that the bombs were discovered in a Chinese boarding house, and it was alleged that a plot was afoot to use them in Hongkong. The woman was found in the company of a man, who was sentenced to five years' imprisonment on the same charge.

A PITIFUL CASE.

RUSSIAN DRIVEN FROM HIS OWN COUNTRY.

Before Major C. Wilson at the Central Magistracy yesterday, Alexis Flatnitsky, a Russian, was sent to the House of Detention on a charge of being a vagrant in the Colony.

Sergeant Elton said that the defendant was a respectable man and came of a good family. He had been turned out of Russia by political parties, and had later drifted about China. He had secured employment as an overseer in the Hongkong Engineering & Construction Company, but had to relinquish his post owing to ill-health. It was hoped to send him back to Shanghai.

In committing him until such time as he could be sent back to Shanghai, the Magistrate said that he would be able to get proper medical treatment at the House of Detention.

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CRICKET.

THE PROPOSED VISIT TO SINGAPORE.

DIFFICULTIES IN SECURING A REPRESENTATIVE TEAM.

THOSE WHO CAN, AND THOSE WHO CANNOT, GO.

The difficulties that beset the path of a Club Committee that endeavour to send down an eleven—I will not say a representative eleven—to Singapore are legion. A most determined attempt has this year been made by the Hongkong Cricket Club to raise a side, and some weeks ago the Committee had twelve acceptances. The team, if not the flower of Hongkong cricket, was an excellent one with some of the fruit and quite a lot of the buds. But, since then, misfortunes have descended upon them one after the other. Indeed, so difficult has the position become that it is understood that by the time these lines appear in print, it may have been decided to cancel the trip.

This is no new state of affairs. The first time that a Hongkong eleven played in Singapore was also the last time—so far. In January 1891 the Hongkong team was defeated by the Straits at Singapore by 107 runs. It is true that they failed to twist the tail of the Singapore lion, but at any rate they, literally, painted him red. I doubt if they ever discovered down there who did it. After all these years, it is perhaps no breach of confidence to say that the author of this exploit—or outrage, it depends where you live—was one whose golf fame almost overshadowed his capabilities as a medium-fast bowler, and who answered to the name of Doctor Jim. (This presumably is one of those poignant pauses, where one murmurs—"Singapore papers, please copy.")

How many of that team survive I do not know. Some, I believe, have their names inscribed on that monument on Sand Island in the Pescadores, which was erected by the community of Hongkong to the eleven members of the Hongkong team who were lost in the wreck of the s.s. *Bokhara* on October 10th, 1892, while on the return voyage from Shanghai. But all cricketers, both here and in the Straits will be glad to learn that the artist with the brush is still hale and hearty, and playing golf—in Scotland.

But, to return to the present day, a series of unfortunate mischances has occurred to prevent many of our leading cricketers accepting. Work—that funny thing that some of us look at between nine a.m. and 5 p.m.—prevents several going. Illness also has claimed its victims. For one reason or another Owen Hughes, Hayward, Parker, Lyall, Goodwin, Rumjahn, and Mitchell are unable to go. I regret to learn that illness, which led to his retirement from the Tennis Tournament, prevents Ng Sze Kwong from accepting; and it is doubtful if Captain Morris, who had accepted, will be well enough to go. There are also four other players who are at present very doubtful if they can leave. The Club's difficulties are best illustrated by the confession that they even asked the writer to make the trip. Verb. sap. and all that sort of thing. One must give the Straits people a chance. But not such a chance as that.

Turning from the sublime to the ridiculous—or rather the other way about—you know what I mean—it is understood that the following are definitely able to make the trip:—H. B. Hancock (captain), G. R. Sayer, E. B. Reed, A. C. L. Bowker, H. N. Balhatchet, C. Q. M. S. Stripp, A. W. Ramsay, Rev. T. B. Powell, and Capt. Warters, I.M.S. I understand further that J. D. Humphreys and E. C. Fincher are uncertain. It is sincerely to be hoped that both can go, but in Fincher's case it is particularly desirable. I do not consider that Fincher's extraordinary average during the past season is to be taken too seriously, but I do think that he is a potential interlopers' cricketer of great merit. Experience in big games is what he particularly requires, and I sincerely trust that he can avail himself of this chance.

It is unfortunate that Ismail has not been selected as understudy to Stripp. (This subject to correction: he may be unable to go.) Unless some particularly good stumper arrives, it is thought by a good many that he is the coming wicket-keeper when Stripp leaves the Colony.

The side, as indicated, cannot be regarded as an extraordinary one. Bearing in mind the little of cricket which I have seen in Penang and Singapore, I incline to think that they have a wealth of talent to put into the field down there. Indeed, they should have, considering the large area and numbers from which they can draw. But after the victory of Quik's team last year, it is ill work to prophecy.

As a bowling side it is a strong one. Reed, Bowker and Powell are a strong nucleus, and all of them should find it easy to turn the ball considerably on the Padang. Wicket. Sayer, also, should find it helpful. Stripp, behind the sticks, is always sound, if not brilliant.

I am, however, doubtful of the batting strength. It is apt to lack steadiness, but if Morris can go he will strengthen the side enormously. Fearce, of course, will be sadly missed. But there is very

(Continued on next column).

H.K.C.C. TENNIS TOURNAMENT.

RUMJAHNS ENTER SEMI-FINAL. GREEN IN FINAL OF CLUB SINGLES.

By three close sets, H. D. and S. A. Rumjahn defeated M. K. and M. W. Lo yesterday in the third round of the Open Doubles Championship of the Colony, and thus qualify to meet Hancock and Redmond in the semi-final next Monday.

The Rumjahns gained the advantage by better combination and superior over-haul work but in all other departments of the game, there was little to choose between the two pairs. Hence the slight difference in the scores. H. D. Rumjahn proved to be the best of the four players on the court. His backhand volleys up the net were exceedingly pretty to watch.

The Lo brothers played a very good uphill game and with a little luck yesterday could have brought the match to five sets.

A feature of the game was the many long rallies at the net in which some fast and smart volleying was seen. Many of the games went to deuce and the advantage point often fluctuated from side to side.

There was a great struggle for the second set. The Los opened strongly and secured a lead of 3 love, but by dint of careful play—the Rumjahns won the next four and then the games went to 5-5, 6-6, 7-7, the Chinese pair distinguishing themselves by pulling the scores even when always a game. At 8-7, H. D. Rumjahn won his service, the last stroke being a beautiful one exceedingly well played.

The third set was the best of the match and the standard of play was high. The Lo brothers engaged their opponents in some excellent rallies and pulled up from 3-1 down to 3 all, but the Rumjahns finishing strongly won the set by 6-4.

CLUB SINGLES.

The match between Sewell and S. E. Green in the semi-final was well fought out and went to five sets. Green secured the decision by the odd set. Sewell was able to return Green's shots, but did not place his returns sufficiently well to keep his opponent on the run.

Major Stevenson, the best of the newcomers, entered the semi-final by defeating Lawrence in an easy match, 6-2, 6-0, 6-2.

The full results of yesterday's matches are as follows:—

OPEN DOUBLES.—H. D. and S. A. Rumjahn beat M. K. and M. W. Lo, 6-4, 9-7, 6-4.

CLUB SINGLES.—(Semi-final) S. E. Green beat G. W. Sewell, 3-6, 6-3, 6-3, 2-6, 6-3. (3rd round) Major Stevenson beat E. D. Lawrence, 6-2, 6-0, 6-1.

HANDICAP SINGLES "B."—(2nd round) F. A. Redmond (owe 15) beat D. J. Valentine (rec. 1/8), 4-6, 6-4, 6-4.

TO-DAY'S MATCHES.

OPEN SINGLES.—(Semi-final) T. Honda, Yew Man Tsun (stand court); S. A. Rumjahn v. M. W. Lo.

OPEN DOUBLES.—(3rd round) G. Miskin and L. Baines v. Major Pratt and Major Stevenson.

TENNIS LEAGUE.

The following have been selected to play for the Cricket Club on Saturday. The matches commence at 4.15 p.m.

"A" team versus C.R.C. on the C.R.C. ground:

E. D. Lawrence and R. M. Henderson; E. D. Lawrence and G. W. Sewell; G. Miskin and Laurie.

"C" team versus Taikoo on the Taikoo ground:

H. Crawford and W. Dunbar; S. M. Garrard and B. Crowley; H. G. Sheldon and H. M. Watson.

little wrong with the fielding, that most important branch of the game. The only real weakness I can see is the lack of a really good slip to assist Hancock. Bowker has not perhaps the practice in that position that is necessary, and he is so valuable elsewhere that it may prove impossible to spare him for the position. Yet, on that widest couple of first class slips are absolutely necessary to back up Reed. Nor do I see two regular deep-fields. If Fincher can make the trip, this problem will be halved.

However, whatever the final Constitution of the side may be, the team may be certain of the good wishes of the sportsmen of the Colony. The reason why cricket holds the position it does to-day is that the game is everything, and that defeat by a better side leaves no sting, but merely the grim determination to do better next time.

The actual position between the sides is as follows: Hongkong won in January 1920, twice; in November 1921, in November 1922 and in November 1923. The Straits won in January 1921, November 1927, November 1924 and November 1925. It must be remembered, however, that the 1891 match was the only one played in Singapore, and that apparently two matches were played in 1890. The fair way therefore to regard the position is that each side has won four times. The two last matches have been very close. In 1920 the Straits won by 2 wickets, owing to bad fielding which lost a game we should have won. In 1924 Hongkong, owing to good fielding, won by 2 wickets, a match we might very well have lost. In this year their opponents were styled "Malaya."

R. ABBIT.

CHARITY FOOTBALL MATCH.

ARMY AND NAVY v. SOUTH CHINA A.A.

A RECORD CROWD EXPECTED.

A combined team of the Army and Navy will play the South China Athletic Association on the Garrison Recreation Club ground at Sookunpoo on Wednesday.

The receipts will be devoted to the Ministering Children's League, Military Branch, and as all manner of attractions will be provided, in addition to an excellent game, a record crowd of spectators is confidently anticipated.

Mrs. Luard, the wife of H.E. the General Officer Commanding, who is the President of the Military Branch of the Ministering Children's League, has organized the match under the Patronage of Lady Clementi.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) has promised to attend and the two teams will be lined up and introduced to His Excellency before the kick-off which is timed for 5.15 p.m.

The acting General Officer Commanding, Lieut.-Col. F. S. Montague-Bates, C.B., C.M.G., D.S.O., will kick-off. The Drums of the 1st Bn. East Surrey Regt., will play from 4.45 p.m. and during half time.

The Hongkong Football Association have kindly presented the football to be used in the match, which will be raffled at half time. Tickets for the raffle at twenty cents each will be obtainable on the ground. A credit Card to the value of \$25 has been presented by Messrs. H. Rutonjee & Son. This will also be drawn for during the interval and all purchasers of tickets of admission will be given a free chance.

The match undoubtedly will be the last of the season and an excellent game is assured as the South China Athletic Association have promised to field their very best team and the Services cannot take any chances. The price of admission to the Covered Stand is \$1 and Open Stand, 50 cents. Tickets are obtainable from:—Mrs. C. C. Luard, Headquarters House; Hon. Sec., Garrison Recreation Club, Military Headquarters, Wellington Barracks; Anderson's Music Store, Ice House Street; and Moutrie's, Chater Road.

FANLING HOUNDS.

Saturday, 15th May.—Hounds will meet at Dr. Grove's bungalow, Fanling, at 3 p.m.

Sunday, 16th May.—Hounds will meet at Lok Ma Chau cross roads at 9.45 a.m.

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KEATING'S

SCOTTISH SPORT.**SCOTTISH CUP FINAL.****ST. MIRREN'S FIRST SUCCESS.**

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, April 14th.

St. Mirren, who had never before achieved the distinction of winning any national competition, were victorious in the Scottish Cup final.

The victory was a very popular one. Their opponents, the Celtic, have been so often successful in the past in this tournament and in the Scottish League that the football public were glad to see the much-prized trophy going elsewhere—to Paisley, where it had never had a resting-place before. There was a crowd of about 100,000 at the match, which was played at Hampden Park, Glasgow, an attendance that constituted a new record for the final.

The game had a sensational opening. St. Mirren scoring the first goal in three minutes, and this early success was a big moral advantage. It had at once a steadying and inspiring effect on the Paisley players and a correspondingly depressing effect on their opponents. For half an hour afterwards the issue hung in the balance. Celtic striving in vain to strike their usual cultured forward play, against the three ubiquitous half-backs of the Paisley team, and being constantly harassed and threatened in their rear lines by the dashing open raids of St. Mirren's forwards, whose constant and deadly shooting was a marked feature.

A second and spectacular goal from St. Mirren's inside-left, 23 minutes from the start, practically sealed the issue, as excepting for a brief rally in the opening ten minutes of the second half, Celtic never looked like making good the deficit. The victory was primarily won for St. Mirren by their half-backs, who prevented the Celtic attack knitting together and also showed fine tactics and judgment in support of their own forwards. On the other hand the Celtic middle men were invariably deficient in positional play, were unable to cope with the open fast work of their opponents' wing forwards, and repeatedly the clever centre forward of the St. Mirren team, was left unmarked, and was able to harness and unsettle the Celtic backs and goalkeeper.

In the last lines of defence also St. Mirren were superior. But where Celtic chiefly failed was in the want of a leader, and doubtless the absence of their famous forward had a demoralising effect. The success of St. Mirren was thoroughly merited. On the day's play they were individually and collectively the better side, in every respect worthy winners of the greatest prize in the season's football.

THE LEAGUE POSITION.

In the League competition, the Airdrieonians' defeat at Cowdenbeath practically assures the championship to the Celtic, who need but one more point to make their position absolutely secure, and they have three more games to play. Clydebank cannot now escape relegation to the Second Division, and Raith Rovers' defeat at home from Hamilton Academicals puts them in a more precarious position than ever, for while they were losing, both Dundee United and St. Johnstone were gaining points. The junior Dundee club won from the Hibernians in sensational fashion. One could not but admire the wholehearted efforts of the Tayside players to take both points out of the game, especially in view of their position on the League table, and after being two goals behind at the interval.

Dunfermline Athletic made sure of the Second Division championship by defeating Bathgate, and it seems now as if Clyde would accompany them to the upper division.

Hibernians, 3; Dundee United, 5. Clydebank, 2; Rangers, 2. Cowdenbeath, 1; Airdrieonians, 0. Dundee, 2; Queen's Park, 1. Kilmarnock, 1; Motherwell, 2. Raith Rovers, 0; Hamilton Academicals, 2. St. Johnstone, 2; Falkirk, 1.

RUGBY SEVEN-A-SIDES.

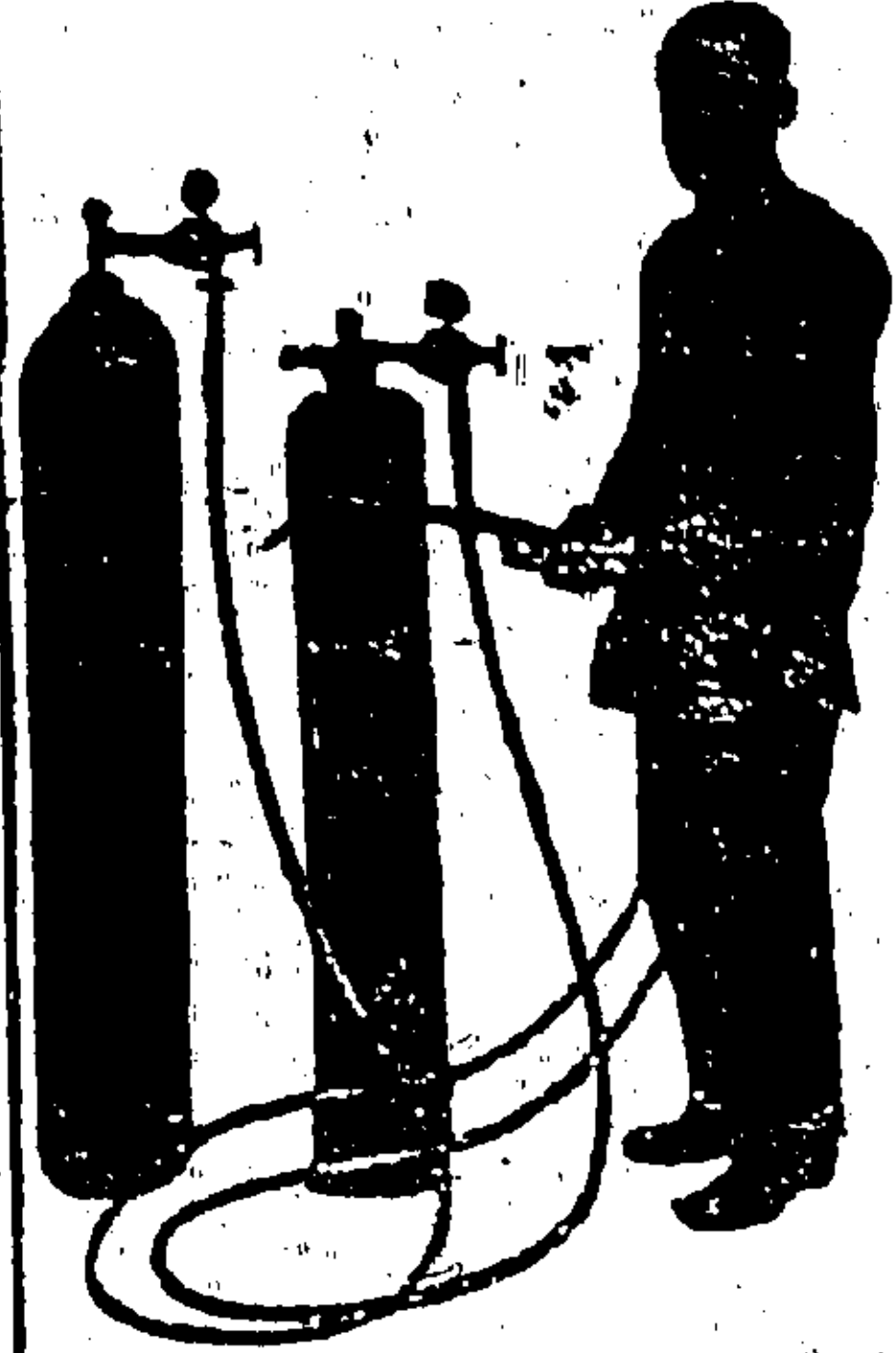
Two important seven-a-side Rugby competitions were carried through. At Melrose Watsonians beat Hawick in the final, and at Glasgow the Glasgow High School (F.P.) defeated the Glasgow Academicals, whose back division was an all-International one.

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CONSIGNEE NOTICES

PRINCE LINE FAR EAST SERVICE

NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Motor Vessel

"MALAY PRINCE"
having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 19th May 1926, at 10 a.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th May, 1926, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FUJINEN (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Hongkong. Telephone No. 3165.

Hongkong, 13th May, 1926. [3518]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.'S STEAMER
"MALWA"

ARRIVED HONGKONG ON 12th MAY, 1926.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignee must be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent. No Fire Insurance will be effected by us in any case whatsoever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage Period.

All Claims against the Steamer must be presented to the Underwriter on or before 1st June, 1926, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MAKINNON, MAKENZIE & CO., Agents.
Hongkong, 12th May, 1926. [3554]

OVER HALF A CENTURY'S REPUTATION FOR THE
DR. LE CLERC'S PILLS FOR THE
TREATMENT OF ALL FORMS OF
DYSPEPSIA, INDIGESTION, COLIC, BRUISES,
CONSTIPATION, BILIOUSNESS, GOUT, RHEUMATISM,
HEADACHE, MIGRAINE, NEURALGIA, SCIATICA,
PAIN IN THE BACK, LUMBAGO, SPRAINS, AND ALL
OTHER AFFECTIONS OF THE DIGESTIVE AND
CIRCULATORY SYSTEMS. DR. LE CLERC'S PILLS
ARE THE ONLY REMEDY WHICH CURE THE
CAUSE OF ALL THESE AFFECTIONS. DR. LE CLERC'S
PILLS ARE AVAILABLE IN ALL THE
LARGE PHARMACIES AND DRUGGISTS.
DR. LE CLERC'S PILLS ARE THE ONLY
REMEDY WHICH CURE THE CAUSE OF ALL
THESE AFFECTIONS.

S.S. "MALAYAN PRINCE."

MANY VISIT NEW FAST
FREIGHTER.

GERMAN-BUILT MOTOR-SHIP.

The motor vessel *Malayan Prince* tied up at her buoy in midstream, shortly after 11 a.m. yesterday, having made the journey from New York, via Los Angeles, Yokohama, Kobe and Shanghai in 40 days.

The vessel left Shanghai at 1 p.m. on Monday and, despite a heavy fog up to Tuesday night and previous bad weather in the Pacific, reached the port two days ahead of her scheduled time.

The *Malayan Prince*, which flies the British flag, is the first of five vessels being built by the Deutsche Werft, of Hamburg, for the Prince Line of London, whose Far Eastern Manager is Mr. Leonard Yates with headquarters at Hongkong.

The arrival of the *Malayan Prince* inaugurates an accelerated service by the Prince Line from and to New York, outward by the Panama Canal and homeward via Suez to Boston.

The vessel is 471 feet long, her beam measuring 60 feet; depth 29 feet, 2 inches. Her dead-weight is 10,000 tons, and cubic capacity 653,469 feet.

The vessel's two internal-combustion—direct-acting vertical Diesel engines, which develop 7,700 H.P., give her a speed of 14½ to 15½ knots. An average of 14½ knots has been maintained since the vessel left New York, on March 29th.

The vessel is essentially a freighter, but as her winches are operated silently by electricity, the accommodation provided for eight passengers should be in great demand by those who would avoid a crowd.

The cabins are each fitted with two cots, two wardrobes and all that a passenger can require—even down to a safety cache for his watch!

LONG SERVICE.

The *Malayan Prince* is in charge of Commander A. B. W. Sheppard, R.N.R., who has been in the Prince Line service over 25 years, having made his first trip as Master in the *Welsh Prince*, a quarter of a century ago. The Chief Engineer is Engineer-Commander W. Tucker, R.N.R., who has served with the Prince Line almost as long as the Captain.

Other officers on the *Malayan Prince*, who have been here before are: Mr. R. W. D. Gilbertson (Chief Officer), Mr. J. Swords (2nd Officer), Mr. A. H. Wendt (Chief Steward), Mr. S. H. Donaldson (Wireless Operator), and Mr. J. W. Baston (Second Engineer).

OWNERS WELL-PLEASED.

Mr. Leonard Yates met the *Malayan Prince* at Yokohama and at Shanghai was joined by Mrs. Yates, who disembarked here yesterday. Mr. Yates is proceeding by the vessel, which resumed her voyage last evening, as far as Penang, in order to attend to the reception of any visitors, who may care to inspect the vessel en route, and to enable him to obtain first-hand information regarding the capability of the vessels for quick loading and discharge at the various ports, so that the Prince Line schedule may be arranged with a view to providing for a minimum time between extreme ports. "The Owners," said Mr. Yates, "are already well satisfied with the performance of the *Malayan Prince* and are confident that the five new vessels will be able to maintain and improve upon the leading position the Prince Line has held for so many years in the trade between New York and the Far East."

As already stated, the *Malayan Prince* was built at Hamburg. The builders guarantee that the vessel will prove up to specifications and have given the services of Herr W. Drews as "guarantee engineer" for six months. So far the vessel has exceeded expectations.

BRITAIN LOSES CONTRACT.

Asked why the Prince Line had placed the contract with a German yard, Mr. Yates replied that in the first place tenders had been invited from all British builders, but the prices were all considered prohibitive.

The Deutsche Werft then wrote and asked whether their tender would be considered. Out of curiosity the Prince Line replied in the affirmative. The prices quoted were 280,000 per ship less than the lowest British tender. The price quoted made the proposition practical; and British builders were informed that they could obtain the German tender. Those who replied stated that they could not do the work at the price.

OWNERS NO OPTION.

The Chairman of the Prince Line, Sir Frederick Lewis, Bart., then had an audience with the British Chancellor of the Exchequer and the Prime Minister, and told them what had transpired.

Both agreed that the only thing for the Prince Line was to place the order in Germany. "It is to be hoped this shook up the British workman," said Mr. Yates.

Continuing, Mr. Yates said that the contract for the five ships was signed at the end of January, 1925, and the *Malayan Prince* vessel from New York on March 25th, 1926. The last vessel, it is anticipated, will be delivered ahead of time.

(Continued on next Column).

SUNSHINE IN GREAT BRITAIN.

ABERDEEN THE SUNNIEST PLACE
IN SCOTLAND.

COMPARISONS WITH HONGKONG.

An interesting article in a recent number of "Nature" gives particulars of the average amount of sunshine in different parts of Great Britain. The south coast is the sunniest part of the country with an average of 4.65 hours a day, this is three-quarters of an hour or nearly 20 per cent. more than the sunshine record in the midland counties which is 3.93 hours a day. In Scotland the sunniest station is Aberdeen with 3.80 hours a day and the least sunny Glasgow with an average of 2.57 hours a day.

It is of interest to compare these figures with those for Hongkong. The returns published by the Royal Observatory give the average amount of sunshine for the 35 years 1884-1918 as 1951 hours, this works out to 5.55 hours a day—considerably in excess of the sunniest part of England.

RUSSIA'S I.O.U.

WHERE BRITAIN STANDS:

Replying to the London Chamber of Commerce, which urged Government action, behalf of British claimants against Russia, the Foreign Minister, Sir Austen Chamberlain, points out that the Soviet hitherto has made a settlement dependent on a Government-guaranteed loan, which is impossible. Britain has repeatedly stated that she is ready to consider good faith proposals, but that she was not prepared to take the initiative in fresh negotiations, as long as the Soviet maintained its present attitude.

SUNRISE AND SUNSET IN
HONGKONG.

FOR MAY, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN
EAST OF GREENWICH).

Date.	Sunrise.	Sunset.
May 14th.....	5.44 a.m.	6.55 p.m.
" 15th.....	5.43 "	6.55 "
" 16th.....	5.43 "	6.56 "
" 17th.....	5.42 "	6.56 "
" 18th.....	5.42 "	6.57 "
" 19th.....	5.42 "	6.57 "
" 20th.....	5.41 "	6.58 "
" 21st.....	5.41 "	6.59 "
" 22nd.....	5.41 "	7.00 "
" 23rd.....	5.40 "	7.00 "
" 24th.....	5.40 "	7.00 "
" 25th.....	5.40 "	7.01 "
" 26th.....	5.40 "	7.01 "
" 27th.....	5.39 "	7.02 "
" 28th.....	5.39 "	7.02 "
" 29th.....	5.39 "	7.03 "
" 30th.....	5.39 "	7.03 "
" 31st.....	5.39 "	7.03 "

Mr. Yates stated that each vessel cost "round about £160,000." At the present time one could not get one built for within £50,000 of that sum. He added that although the German builders may actually have lost money on the contract, it is bound to prove a fine advertisement for them.

The *Malayan Prince* took on 11,000 tons of Diesel oil at Los Angeles, which is more than sufficient to carry her to Singapore (20,546 miles). The vessel, however, will refuel her tanks at Singapore and probably will require no further supplies before reaching Boston. The daily consumption of oil on the average is 28 tons compared to 120 tons of coal, that would be required if coal was used.

This allows the vessel to be run at a profit under conditions that would show a loss with a coal-burner," was a statement of Mr. Baston yesterday.

While the *Malayan Prince* was in port she was visited by most of the local shipping men.

Among the first callers was Mr. R. M. Dyer, who disappeared into the bowels of the ship, in company with the Engineer-Commander Tucker, at 11.15 a.m. and had not returned to the deck when the 12.45 p.m. launch left for the shore!

PASSENGERS.

ARRIVALS.

Per s.s. *President Wilson*, from San Francisco, via ports, on May 13th:—Mr. M. F. Baptista, Mr. D. Brockman, Mr. E. S. Chang, Mr. C. P. Chen, Lieut. E. M. Douglas, Mr. L. Dunbar, Mr. Kuan Fong Fox, Miss Kitty Fox, Miss E. Ferdinands, Miss Choy Gon, Mrs. L. H. Garlington, Mrs. C. Haynes, Mr. and Mrs. W. C. Huang, Mr. Yue Chi Kuan, Dr. John Kirk, Mr. P. Yip Lum, Mr. Lokam, Mr. C. H. Li, Mr. H. K. N. Miss Ella Kuan, Mr. Gordon Rennie, Mr. A. W. Rows, Mr. R. L. Road, Mr. H. E. Stevens, Mrs. R. E. Sheel, Sir Victor Sassoon, Captain R. E. Sassoon, Lieut. Col. C. M. Stephen, Mr. and Mrs. R. W. Williamson, Mr. Ch. Waymire, Mrs. W. Z. Wong, Dr. S. Wong, Dr. Z. Wan, Mr. B. M. W. Mr. H. A. Walters, Mr. To On Wong, Mr. and Mrs. H. L. Yung.

DEPARTURES.

Per P. & O. s.s. *Albatross*, on May 13th:—Mrs. L. H. Caldwell, Mr. G. S. Phelps, Lady Tilley, Miss Tilley, Mr. L. F. Black, Mr. and Mrs. D. T. Keogh and three children, Mr. G. Pearson, Mr. R. Newsam, Mrs. D. C. Bathurst, Mr. Tagami, Mr. and Mrs. Tonkin, Mr. R. Aiton, Dr. and Mrs. Webb Peplow, Mr. and Mrs. J. Gardiner, Miss R. J. Pemberton, Mr. R. H. Knight, Mr. Chong Tsung King, Miss MacCulloch, Mrs. A. C. Kelsey and two children, Mr. Lum Yee, Lieut. D. C. Drake, Mr. S. B. Tan, Mr. and Mrs. D. McKay, Miss M. McKay, Mr. H. P. Surrey, Mr. and Mrs. H. Henley, Mr. Brownlow, Mr. G. A. Herbert, Mr. Kammara, Mr. and Mrs. Jackson, Mr. J. Borland, Sergt. F. Stawosky, Mr. S. M. Salley, Mrs. Moran, Miss Moran, Mr. and Mrs. MacVeigh and three children, Mr. and Mrs. A. F. Cullen and two children, Dr. E. F. Willis, Miss Twyford, Mrs. K. M. Kirkpatrick, Mrs. E. M. Martin, Mr. F. Kulka, Mr. C. H. Yuen, Mr. Yeung Sing Ting, Mr. R. C. M. Johnstone, Mr. Dryver, Mr. W. M. Bray, Miss C. Munday, Dr. and Mrs. C. P. Anning, Mr. A. E. Pearson, Mr. G. E. Metcalfe, Miss E. Poppins, Mr. P. Jenkins, Mrs. L. J. Adams and infant, Mr. R. C. Jackson, and Mr. Lam Sung Au.

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, May 13th.			
	Previous Day at 3 p.m.	On May 13th at 6 a.m.	On May 13th at 3 p.m.
Barometer	30.47	30.69	30.65
Temperature	75	74	82
Humidity	89	93	74
Wind Direction	SE	Calm	WNW
Force	1	0	3
Weather	OFLT	OR	O
Rain	0.53	0.06	0.21
Highest open-air Temperature on 12th	77		
Lowest open-air Temperature on 13th	73		

HONGKONG TIDE TABLE.

From May 14th to 20th, 1926.

HIGH WATER.				LOW WATER.			
Days of Week.	Day of Month.	H'kong Standard Time.	Height.	Days of Week.	Day of Month.	H'kong Standard Time.	Height.
Fri.	14	10 14	7.0	Fri.	14	4 42	3.0
Satur.	15	10 37	6.3	Satur.	15	5 32	2.8
Sun.	16	11 33	6.0	Sun.	16	6 48	2.6
Mon.	17	11 59	5.8	Mon.	17	7 48	2.5
Tues.	18	12 58	5.6	Tues.	18	8 48	2.4
Wed.	19	1 18	5.5	Wed.	19	9 48	2.3
Thurs.	20	2 43	5.2	Thurs.	20	11 18	2.1

WEATHER REPORT.

The cough of low pressure now extends from Indo-China to South-west Japan, with a well marked depression to the North of Oshima.
Local forecast:—West or variable winds, moderate, generally cloudy, some rain.

THE EAST ASIATIC CO., LTD.

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will be loading for MARSEILLES, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS.

On or about 26th May, 1926

Further Sailings	Expected on or about	Will leave home-ward-bound on or about
M/S. "Afrika".....	20th May	—
M/S. "Malaya".....	10th June	—
M/S. "Peru".....	21st July	—

Subject to change without notice.

for further particulars, please apply to—

JOHN MANNERS & CO., LTD., Agents.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0. 0.

SAILINGS FOR EUROPE:—

T/S "SAARLAND".....	on or about 20th May, 1926.
M/V "VOGTLAND".....	on or about 21st June, "

SAILINGS FOR SHANGHAI AND JAPAN:—

M/V "VOGTLAND".....	(DUE FROM EUROPE) on or about 11th May, 1926
---------------------	--

For freight, passage and further particulars please apply to

JEBSEN & CO.,

12, Pedder Street.

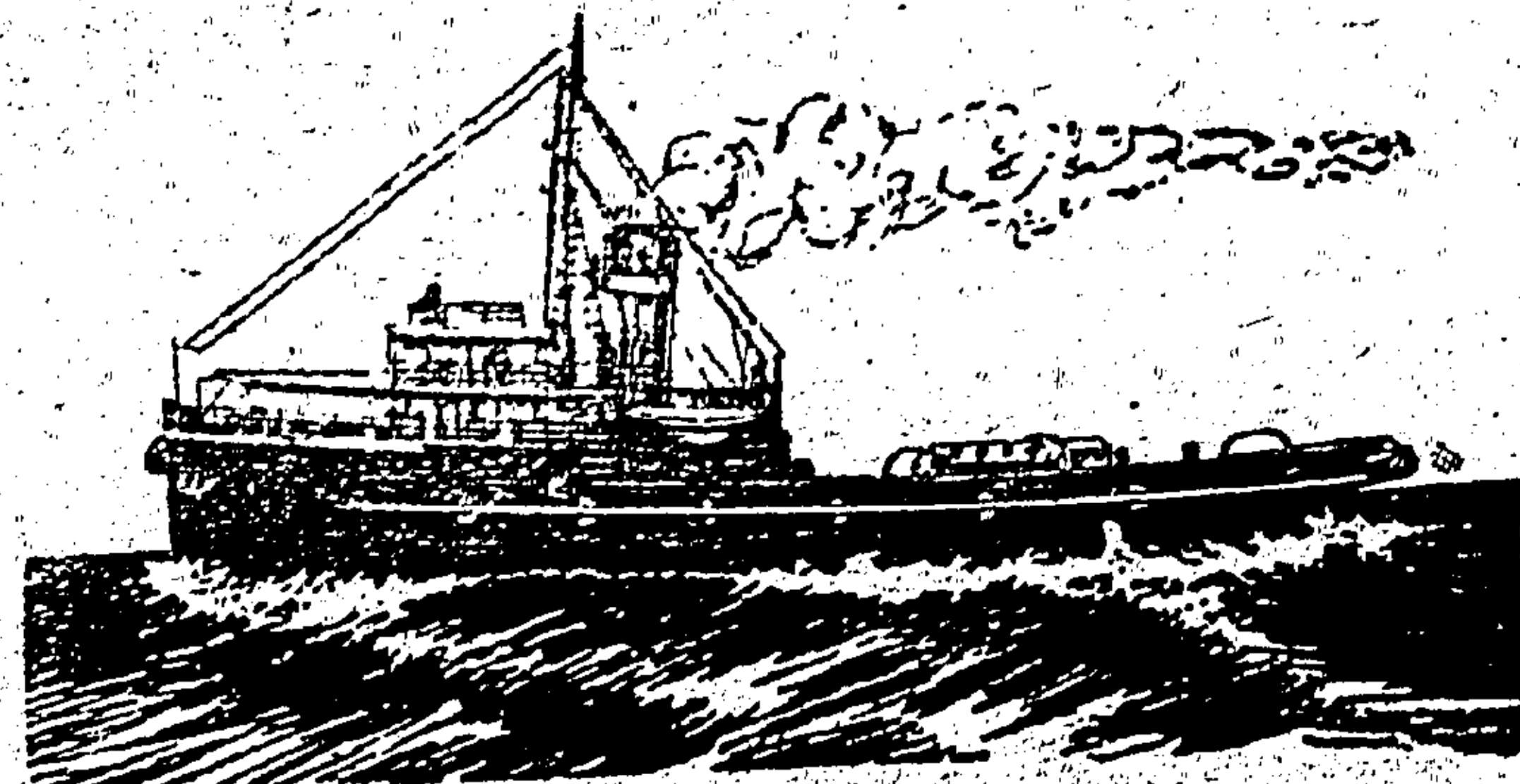
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"Henry Keswick"

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Please address enquiries to the Chief Manager.

E. W. DYER, B.Sc. M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS.

ARRIVALS.

May 12th.

Chak Sang, British str., 1,470 tons, Capt. G. E. Vaughan, from Bangkok and Kohsichang, with a general cargo, lying at buoy No. 108—Hong On & Co.

Chung Hing, Chinese str., 219 tons, Capt. Leung San Kong, from Kwang Chow Wan, with a general cargo, lying at buoy No. 108—Hong On & Co.

Hai Nam, Portuguese str., 484 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at buoy No. 112—New Koo Co.

Sagami Maru, Japanese str., 2,737 tons, Capt. T. Hamada, from Karatsu and Sakito, with a cargo of coal, lying at buoy No. 130—Y.K.K.

Sui Yik, Chinese str., 178 tons, Capt. Lo Shai, from Sha U Chung, with pigs and fruits, lying at Luen Cheong Wharf—Fook Hoi S.S. Co.

Tak Hing, Chinese str., 165 tons, Capt. Lo Shai, from Nantun, with vegetable, etc., lying at Luen Cheong Wharf—Fook Hoi S.S. Co.

Telemaque, British str., 1,340 tons, Capt. E. Holmes, from Saigon, with rice and general cargo, lying at buoy No. 10—W. Fat Shing.

May 13th.

Empress of Russia, British str., 3,000 tons, Capt. Williams, from New York and Shanghai, the latter port she left on May 10th, with a general cargo, lying at buoy No. 10—W. Fat Shing.

Kaijo Maru, Japanese str., 1,126 tons, Capt. Akura, from Swatow, with 302 tons of general cargo and 300 tons of coal, lying at O.S.K. Wharf—O.S.K.

Kuching, British str., 1,432 tons, Capt. J. D. Whyte, from Haiphong, with a cargo of cement, lying at buoy No. 101—B. & S.

La Plata Maru, Japanese str., 1,286 tons, Capt. T. Ichikawa, from Kobe, which port she left on May 5th, with a general cargo, lying at buoy No. 10—O.S.K.

Madagascar, British str., 1,391 tons, from New York and Shanghai, the latter port she left on May 10th, with a general cargo, lying at buoy No. 10—Furness (Far East).

President Wilson, American str., 8,219 tons, Capt. Henry Nelson, from San Francisco, which port she left on April 17th, lying at Kowloon Wharf—Dollar S.S. Line.

Tak Hing, British str., 1,355 tons, Capt. J. W. Henderson, from San Francisco, with a cargo of fuel oil, lying at Lanchow, Standard Oil Co.

Vidua, Dutch str., 707 tons, Capt. H. J. Goosen, from Tamsui, with benzine, lying at North Point—Asiatic Petroleum Co.

CLEARANCES.

May 13th.

Chungho, for Haiphong.

Empress of China, for Shanghai.

Empress of Russia, for Manila.

Hai Nam, for Bangkok.

Kuching, for Shanghai.

Kwai Sang, for Amoy.

Madagascar, for Manila.

President Wilson, for Saigon.

President Wilson, for Saigon.

Sagami Maru, for Kwang Chow Wan.

Sui Yik, for Sha U Chung.

Tak Hing, for Haiphong.

Tak Hing, for Haiphong.

Van Chuan, for Singapore.

SHIPPING NOTES.

The master of the s.s. *Vidua* (Dutch) which arrived in port yesterday from Tamsui, reported to the Harbour Office that on April 30th the floating wreck of a fishing boat, with the deck above water, was passed in latitude 22° 40' N. Longitude 116° 20' E. The wreck is described as being dangerous to navigation.

During a sudden squall on Wednesday afternoon a small cargo boat was capsized in the man-of-war anchorage. Launches in the vicinity rescued a woman carrying an infant and another woman who were clinging to the keel, and also a man who was standing waist deep in water on some portion of the hull. The boat was then righted and towed to Causeway Bay.

Two new motor ships were in port together yesterday. One was the O.S.K. *La Plata Maru* which came direct from Kobe with 292 tons of cargo for Hongkong and 2,208 tons for ports beyond. She had on board 11 European and 14 Asiatic passengers and is under the command of Captain T. Ichikawa. She will be on the run between the Far East and South America, via the Cape. An unofficial reception was held on board yesterday afternoon.

The Indo-China s.s. *Yatsushiro*, which recently had her bows damaged in collision with the O.S.K. *Taichu Maru*, and has been in dock for repairs, left for the North on Wednesday but had to slow up about ten miles out. Trouble, it is understood, developed in the boilers, and she was brought back by a tug. She is expected to resume her trip to-day.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 1,401, of which the s.s. *La Plata Maru* (Japanese) carried 830 from Kobe; the s.s. *President Wilson* (American) 144 from San Francisco and Shanghai; and the s.s. *Telemaque* (British) 103 from Saigon.

(Continued at foot of next column.)

HONGKONG SHIPPING.

Although according to yesterday's shipping statement three more vessels arrived during the twenty-four hours ended at 9 a.m. than during the corresponding preceding period, the total cargo entered showed a decrease of 11,000 tons. In freight for Hongkong, there was an increase of over two thousand tons, but freight for ports beyond was 13,500 tons down.

At 9 a.m. yesterday there were 50 vessels in the harbour, of which 23 were British. The arrivals during the previous twenty-four hours numbered fifteen, viz.—one British, one American, one Norwegian, one French, one Portuguese, two Japanese and three Chinese. The departures over the same period came to fourteen, these being as under.—For Amoy, one Japanese; for Haiphong, one Chinese; for Singapore, one British and one Japanese; for Shanghai, three British; for Tsingtau, one Japanese; for Amoy, one British; for Weihaiwei, one British; for Sha U Chung, one Chinese; for B'hai, one Norwegian; for Keelung, one Japanese; for Kwang Chow Wan, one Portuguese. There were four clearances.—For Haiphong, one British; for Batavia, one Dutch; for Tournay, one Chinese; for Shanghai, one British.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday.)

For Hongkong 10,113 tons.

For ports beyond 3,644 "

Total 13,757 "

(During the previous 24 hours ended at 9 a.m. on Wednesday.)

For Hongkong 7,680 tons.

For ports beyond 19,146 "

Total 26,826 "

British vessels again brought over fifty per cent. of the cargo for Hongkong, viz. 5,133 tons, the heaviest individual entries being 1,700 tons, 1,600 tons and 1,100 tons. Regarding the 4,970 tons brought by steamers of other flags, there was only one four-figure entry this being 3,000 tons of coal by a Japanese steamer. Only two British vessels were carrying freight for other ports, one had 1,100 tons and the other 430 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:

Ning Yang (British) from Foochow and Swatow with 400 tons of general cargo.

Telemaque (British) from Saigon with 3,000 piculs of general cargo and 2,000 piculs of rice and flour.

Madara (British) from London and Singapore with 282 tons of general cargo, mail and 1,116 tons for ports beyond.

Shantung (British) from Shanghai with 1,100 tons of general cargo and mail.

Empress of Russia (British) from New York and Shanghai with one ton of general cargo, mail and 430 tons for ports beyond.

Chak Sang (British) from Bangkok and Kohsichang with 1,700 tons of general cargo and mail.

President Wilson (American) from San Francisco and Shanghai with 808 tons of general cargo, mail and 1,994 tons for ports beyond.

Murao (Norwegian) from Canton with a full cargo.

Tak Hing (French) from Haiphong with 500 tons of general cargo and mail.

Hai Nam (Portuguese) from Kwang Chow Wan with 150 tons of general cargo and mail.

Sagami Maru (Japanese) from Karatsu and Sakito with 3,040 tons of coal.

La Plata Maru (Japanese) from Kobe with 292 tons of general cargo, mail and 2,208 tons for ports beyond.

Chung Hing (Chinese) from Kwang Chow Wan with 180 tons of general cargo.

Sui Yik (Chinese) from Sha U Chung with 120 piculs of general cargo.

Tak Hing (Chinese) from Nam Tau with 40 piculs of vegetables and 15 piculs of fish.

Later arrivals yesterday, too late for inclusion in the above returns, included—

Telemaque (British) from San Francisco with 2,655 tons of fuel oil.

Kuching (British) from Haiphong with 2,200 tons of cement.

Vidua (Dutch) from Tamsui with 210 tons of benzine.

Kaijo Maru (Japanese) from Keelung and Swatow with 307 tons of general cargo and 200 tons of coal.

Tak Hing (Chinese) from Nam Tau with 80 piculs of vegetables and five piculs of fish.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Yokohama on May 12th at 2.30 p.m., left on the 13th at 7 a.m., and is due at Hongkong on the 20th at 4 p.m.

VESSELS EXPECTED.

Empress of Russia (C.P.R.), due May 19th.

Taipei (Australian-Oriental), due May 17th.

VESSELS IN DOCK.

The following vessels are in dock:—*Kowloon* Dock—Angus, Passey, Marne.

Takoo Dock—Kwangtung, Clara, Jansen, Yingchow, Tung On, Shansi.

The other arrival was the Prince Line *Malayan Prince*, which, with four others, is inaugurating the Prince Line fast motor vessel service between U.S. Atlantic Coast Ports and the Far East. A reception also was held on board this vessel.

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17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE

£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS.	H'kong.	Shanghai.	Kobe.	Yokohama.	Vancouver.
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 5	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 16	June 18	June 30
EMPRESS OF ASIA	June 24	June 27	June 30	July 2	July 13
EMPRESS OF CANADA	July 9	July 12	July 14	July 16	July 28
EMPRESS OF RUSSIA	July 23	July 26	July 29	July 31	Aug. 9
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 13	Aug. 25
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 27	Sept. 8
EMPRESS OF CANADA	Sept. 3	Sept. 6	Sept. 8	Sept. 10	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 24	Oct. 4
EMPRESS OF AUSTRALIA	Oct. 1	Oct. 4	Oct. 6	Oct. 8	Oct. 20

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
May 20	May 23	May 23	May 26

Passenger Department:

Tel. C. 752.

Cables: GACANPAC

Freight and Express:

Tel. C. 42.

Cables: NAUTILUS

(15)



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan, Ports & Honolulu.			
TENGO MARU	Monday, 31st May, at Noon		
KOREA MARU	Tuesday, 15th June		
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.			
BOKUYO MARU	Saturday, 29th May, Noon		
BAKUYO MARU	Tuesday, 17th July		
MARSEILLES, LONDON & ANTWERP via Singapore & Ports			
HABUNA MARU	Saturday, 22nd May		
KAMO MARU	Saturday, 5th June		
KATOKI MARU	Saturday, 19th June		
SYDNEY & MELBOURNE via Manila & Ports.			
MISHIMA MARU	Wednesday, 19th May, at 11 a.m.		
TANGO MARU	Wednesday, 23rd June, at 11 a.m.		
NEW YORK and/or BOSTON via PANAMA.			
TAKAOKA MARU	Tuesday, 8th June		
TOYAMA MARU	Tuesday, 20th June		
BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.			
WAKASA MARU	Wednesday, 2nd June		
BOMBAY via Singapore, Penang & Colombo.			
GENOA MARU	Wednesday, 2nd June		
CALCUTTA via Singapore, Penang & Rangoon.			
NAGANO MARU	Thursday, 20th May		
CEYLON MARU	Sunday, 30th May		
NAGASAKI, KOBE & YOKOHAMA.			
TANGO MARU	Friday, 21st May, at 11 a.m.		
SHANGHAI, KOBE & YOKOHAMA.			
NAGATO MARU	Tuesday, 18th May		
ATSUTA MARU	Tuesday, 18th May, at Noon		
TOYOOKA MARU	Wednesday, 19th May		
MOBIOKA MARU	Tuesday, 26th May		

For further information, apply to—**NIPPON YUSEN KAISHA.**
Telephone Central Nos. 292, 293 & 3422.



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Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at H'kong and Sailing for S'cal and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE	...	...	26th May, 1926.
DARTAGNAN	...	...	8th June, "
ANGKOR	...	23rd Apr., 1926	25th May, 1926
PORTHOS	...	7th May, "	22nd June, "
ANDRE LEBON	...	21st May, "	8th July, "
PAUL LECAT	...	4th June, "	20th July, "
AMBOISE	...	18th June, "	3rd Aug., "

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A Class 1st Class...£ 95. 0d. Od. B Class 1st Class...£ 83. 0s. Od.
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CONSIGNATION—TRANSIT—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

BANDAKAN	"HINSANG"	Friday, 14th May, at 8 p.m.
STRAITS & CALOUTTA	"LAISANG"	Saturday, 15th May, at 3 p.m.
HONGAY	"MAUSANG"	Tuesday, 18th May, at 7 a.m.
TIENTSI	"CHEONGSHING"	Tuesday, 18th May, at 10 a.m.
TSINGTAU via SHANGHAI	"FOUSHING"	Wednesday, 19th May, at 7 a.m.
STRAITS & CALOUTTA	"HUSANG"	Wednesday, 19th May, at 3 p.m.
KOBE via MOJI	"FOOKSANG"	Sunday, 23rd May, at 7 a.m.
STRAITS & CALOUTTA	"SUISANG"	Tuesday, 26th May, at 3 p.m.
TSINGTAU via SHANGHAI	"KWONGSANG"	Wednesday, 26th May, at Noon
HAIPHONG via HOIHOW	"MINGSANG"	Thursday, 27th May, at 10 a.m.
KOBE via SHANGHAI & MOJI	"NAMSANG"	Saturday, 29th May, at 9 a.m.
STRAITS & CALOUTTA	"KUMSANG"	Thursday, 3rd June, at 3 p.m.
KOBE via SHANGHAI & MOJI	"KUTSANG"	Saturday, 12th June, at 7 a.m.

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"GLENSANDA"	20th May	"OARMARTHENSHER"	2nd June	
"GLENTARA"	30th "			
"CARNARVONSHIRE"	10th June			
"GLENSHIEL"	24th "			
"PEMBROKESHIRE"	8th July			

Movements are subject to change without notice.

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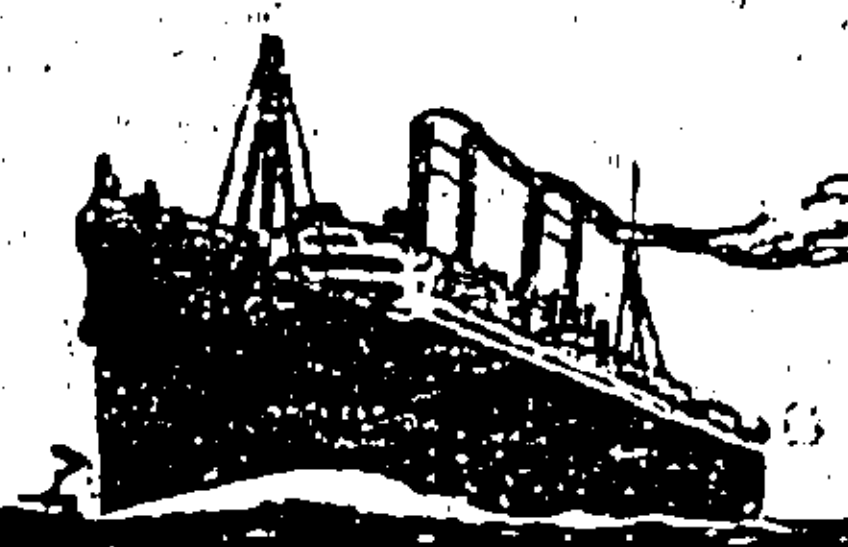
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*ACCOMMODATION FOR 100 CABIN CLAS AND 150 INTERMEDIATE CLAS PASSENGERS.	SHANGHAI AND JAPAN.	GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN via MANILA, SINGAPORE, BELAWAN, COLOMBO and PORT SAID.
"SAARBRUECKEN"	22nd May, 1926	29th May, 1926
"COBLENZ"	18th June, "	27th June, "
"FRANKEN"	15th July, "	"
"FULDA"	12th August, "	22nd August, "
"M.S. KONIGSBERG"	12th August, "	18th September, "
"TRIEM"	12th September, "	18th October, "
"SAARBRUECKEN"	2nd October, "	13th November, "
"COBLENZ"	6th November, "	11th December, "

+ Omit Marseilles call.

THE BANK LINE, LTD.

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S.S. "COLORADO" ... Via Suez Canal ... From Hongkong 2nd July.**BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE**

(ANDREW WARR & CO., LONDON.)

Sailings from Hongkong

M.V. "CEDARBANK" ... via Suez Canal ... End June.

**UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF TOKIO" ... For Marseilles, London & Havre ... From Hongkong, 23rd May.

S.S. "CITY OF GLASGOW" ... For Marseilles, London, Hamburg & Havre ... From Hongkong, 23rd May.

FARES TO LONDON "A" 1st Class £28. 2nd Class £20.
"B" 1st Class £30. 2nd Class £25.**MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE**

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Through Bills of Lading issued to Batavia, Quilmaine, Ibo, Port Amelia, Mocimboa, Chinda, Inhambane, Zambeze, Mombassa, Kilindini, Port Nolloth, Lourenco Bay, Walvis Bay, and Madagascar.

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(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD

Tel. Cent. 4791.

**P. & O. British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES INCORPORATED IN ENGLAND.)

MAIL AND PASSENGER STEAMER**TAKING CARGO FOR**STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.**PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"KASHEGAR"	9,000	15th May, Noon	Marseilles, London, Antwerp and Hall.
"PERIM"	7,648	22nd May	Marseilles, London and Antwerp.
"MALWA"	10,941	29th May	Marseilles, London.
"MIRZAPORE"	8,715	5th June	Marseilles, London, Rotterdam & Antwerp.
"NAGPORE"	5,233	7th June	Singapore, Penang, Colombo & Bombay.
"KRYBER"	9,114	12th June	Marseilles, London & Antwerp.
"KIDDERPORE"	5,334	21st June	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,992	28th June	Marseilles and London.
"JEPPORE"	5,318	5th July	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,123	12th July	Marseilles, London and Antwerp.
"PADNA"	8,907	15th July	Marseilles, London, Rotterdam & Antwerp.
"KASHMIR"	8,335	22nd July	Singapore, Penang, Colombo & Bombay.
"RANPURA"	15,585	24th July	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,049	21st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Antwerp.
"MALWA"	10,941	18th Sept.	Marseilles and London.
"KASHEGAR"	9,000	2nd Oct.	Marseilles, London & Antwerp.
"MOREA"	10,918	18th Oct.	Marseilles and London.
"KRYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,992	13th Nov.	Marseilles and London.
"KARMALA"	9,123	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,049	11th Dec.	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the "Khedivial Mail Steamship Co."

BRITISH INDIA-APOB SAILINGS

"TALMA"	10,000	30th May	Singapore, Penang and Calcutta.
"SHIRALA"	7,841	35th May	do.
"TAKADA"	8,940	8th June	do.
"SANTHIA"	7,754	27th June	do.
"TILAWA"	10,003	5th July	do.
"TALAMBA"	8,013	11th July	do.
"SHIRALA"	7,841	22nd July	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANDA"	6,900	1st June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	8,000	29th June	do.
"ST. ALBANS"	4,500	30th July	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hainan, Cebu, Kolambungan, Tawau, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

"KIDDERPORE"	5,334	19th May	Shanghai, Moji and Kobe.
"TAKADA"	8,940	21st May	Kobe.
"MANTUA"	10,992	27th May	Shanghai, Moji & Kobe.
"PADNA"	8,907	30th May	Shanghai and Kobe.
"SANTHIA"	7,754	9th June	Moji and Kobe.
"KARMALA"	9,123	11th June	Shanghai and Kobe.
"ARAFURA"	8,000	12th June	Moji, Kobe and Yokohama.
"TILAWA"	10,003	15th June	Shanghai, Moji and Kobe.
"TALAMBA"	8,013	20th June	Kobe and Yokohama.
"KASHMIR"	8,335	25th June	Shanghai, Moji & Kobe.
"SHIRALA"	7,841	1st July	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,500	8th July	Moji, Kobe and Yokohama.
"RANPURA"	15,585	8th July	Shanghai only.
"DELTA"	8,097	9th July	Shanghai, Moji, Kobe and Yokohama.
"MACEDONIA"	11,049	22nd July	Shanghai, Moji & Kobe.
"TANDA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	do.
"KASHEGAR"	9,000	2nd Sept.	do.
"ARAFURA"	8,000	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	18th Sept.	Shanghai, Moji and Kobe.

All rates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australia Lines are fitted with Maundries.
Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1]**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

**SWATOW, AMOY & FOOCHOW
AND RETURN**(Occupying 9 or 10 Days)
HAINING ... Capt. W. C. Passmore ... Friday, 14th May, at 3 p.m.
AMOY & FOOCHOW
HAIHONG ... Capt. Ellis Walker ... Tuesday, 18th May, at 1 p.m.Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Parade Anchorage) and return by the same steamer by the "HAINING," "HAIHONG" and "HAIHONG" at the Reduced Rate of \$40.00 including Meals while the steamer is in Port.
For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.
General Managers.**CHINA NAVIGATION CO.,
LIMITED.**

HAIPHONG	"CHINHUA"	On 14th May, 10 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 14th May, 4 p.m.
SHANGHAI	"KIANGCHOW"	On 15th May, Noon.
SHANGHAI	"SUIYANG"	On 15th May, 6 a.m.
AMOY & SHANGHAI	"CHENAN"	On 15th May, 6 a.m.
BANGKOK	"KWANGTUNG"	On 15th May, 10 a.m.
AMOY & SINGAPORE	"HAIHONG"	On 15th May, 10 a.m.
AMOY & SINGAPORE	"KIANGSU"	On 15th May, 4 p.m.
HOIHOW & HAINING	"TAMING"	On 20th May, 10 a.m.
SHANGHAI	"SZECHUEN"	On 20th May, Noon.
SHANGHAI & TSINGTAO	"LINAN"	On 22nd May, 6 a.m.
SHANGHAI	"YINGCHOW"	On 23rd May, 6 a.m.

For Freight or Passage apply to— **BUTTERFIELD & SWIRE.**

Telephone Central 36.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

**HONGKONG TO AUSTRALIAN PORTS,
VIA MANILA, ZAMBOANGA AND THURSDAY ISLAND.**Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	17th May	22nd May
CHANGTE	18th June	22nd June
TAIPING	17th July	23rd July
CHANGTE	14th August	20th August

For Freight and Passage Apply to— **BUTTERFIELD & SWIRE.**
Telephone: Central 36. Agents. [5]**DODWELL & CO., LTD.****NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "BOWES CASTLE" ... Sailing on or about 19th May

LLOYD TRIESTINO.REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (FIUME).TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOVA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "ESQUILINO" ... From Hongkong, Sails 5th June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

S.S. "FIUME-L" ... From Hongkong, Sails about 17th May.
M.V. "VIMINALE" ... Sails about 31st May.
M.V. "ESQUILINO" ... Sails about 30th June.**NATAL LINE OF STEAMERS**

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI"	Sails from Calcutta, about 16th May via Rangoon and Colombo.
S.S. "UMZUMBI"	Sails from Calcutta about 2nd June via Rangoon and Colombo.
S.S. "UMBINGA"	Sails from Calcutta about 2nd July via Colombo.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents. [17]

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "ATREUS"	... Via Suez Canal	31st May.
S.S. "LYOON"	... Via Suez Canal	4th June.
S.S. "CITY OF SALISBURY"	... Via Suez Canal	18th June.
S.S. "COLORADO"	... Via Suez Canal	2nd July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Passage, apply to—

BUTTERFIELD & SWIRE, or **THE BANK LINE, LTD., HONGKONG.**
HONGKONG AND CANTON. **JARDINE, MATHESON & CO., LTD., CANTON.** [21]**PRINCE LINE**

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

**BOSTON
NEW YORK
PHILADELPHIA**M.V. "JAVANESE PRINCE" ... 11th June
M.V. "ASIATIC PRINCE" ... 3rd July.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

[19]

**KONINKLYKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP

"VAN CLOON"Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on the 13th May, at Noon.Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$100.In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service
to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

YORK BUILDING, CHATER ROAD. [12]

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
JAPAN AND SHANGHAI	Kashgar	14th May.
MANILA	Pres. Grand	15th May.
SENEGAL	Uman	15th May.
AUSTRALIA & MANILA	Taping	17th May.
CANADA, U.S.A., JAPAN, SHANGHAI & LONDON	Emp. of Russia	19th May.
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. Madison	19th May.
AUSTRALIA AND MANILA	Tongo	20th May.

OUTWARD MAILS.

FOR	PER	DATE
Saigon	Produce	Friday, 14th, 3.30 A.M.
Haiphong	Unshipped	3.30 A.M.
Fort Bayard and Hoibow	Sing Bo	3.30 A.M.
Shanghai, Japan, Canada, U.S.A., C.S. & America & EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 31st May	Emp. of Canada	Parcelle 9.00 A.M.
Saigon	La Plata Maru	10.00 A.M.
Haiphong	Hsinan	12.30 P.M.
Manila	Tonkin	1.30 P.M.
Swatow, Amoy & Foochow	Pres. Wingo	2.00 P.M.
Haiphong	Shanghai	2.30 P.M.
Tientsin	Kasara	3.00 P.M.
Strait, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—(the Marseilles, 12th June)	Kashgar	Parcelle 3.00 P.M.
Shanghai, Japan, Canada, U.S.A., C.S. & America & EUROPE via Victoria, B.C.—due Victoria, B.C., 10th June	Liangshan	10.00 A.M.
Shanghai & EUROPE via Siberia (letters & postcards specially superimposed "Via Siberia" only)—Ship sails on Sunday, the 16th inst., at 1 P.M.	Pres. Grand	Parcelle 4.00 P.M.
Swatow, Amoy and Formosa	Kaijo Maru	5.00 A.M.
Amoy	Ohean	Monday, 17th, 5.00 P.M.
Amoy	Anhui	Tuesday, 18th, 8.30 A.M.
Bangkok	Awanglung	8.30 A.M.
Japan, Canada, U.S.A., C.S. & America & EUROPE via Victoria, B.C.—due Victoria, B.C., 10th June	Tyndarus	9.45 A.M.
Shanghai & EUROPE via Siberia (letters & postcards specially superimposed "Via Siberia" only)	Alaska Maru	10.00 A.M.
Amoy & Foochow	Hai Hong	Noon
Strait, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 12th June	Merionas	Reg. Letters 1.45 P.M.
Amoy	Kiangsu	2.30 P.M.
Shanghai	Cooshing	5.00 P.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 30th May	Mithuna Maru	Wednesday, 19th, 9.30 A.M.
Strait & Calcutta	Hecan	Parcelle Noon
Japan	Tango Maru	Friday, 21st, 9.20 A.M.
Strait, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 12th June	Hecan Maru	Saturday, 22nd, (Reg. Letters) 2.30 P.M.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 28th June	Amazon	Tuesday, 25th, (Reg. Letters) 11.45 A.M.

* Correspondence bearing vessel's name only.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital \$50,000,000
Issued and Fully Paid-up \$20,000,000

Reserve Funds:—
Sterling \$1,500,000
Silver \$27,000,000
Reserve Liability of Pro-prietors \$20,000,000

Court of Directors:
Hon. Mr. D. G. M. BERNARD,
Chairman.
Hon. Mr. A. O. LANG,
Deputy Chairman.
W. H. B. Esq., J. A. P. Esq.,
A. H. Esq., T. G. Esq.,
P. H. Esq., H. P. Esq.,
W. L. Esq., G. M. Esq., Esq.

Chief Manager:
A. H. BARLOW, Esq.
Manager, Shanghai:
G. H. SMITH, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSITS at CURRENT RATES.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Chief Manager.
Hongkong, 7th January, 1925. [2]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital \$3,000,000
Reserve Fund \$4,000,000
Reserve Liability of Pro-prietors \$2,000,000

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hongkong, April 15th, 1925. [50]

BANQUE DE L'INDO-CHINE.

Head Office: 98, Boulevard Haussmann, Paris.

Subscribed Capital: Frs. 75,000,000.00
Paid-up Capital: Frs. 38,400,000.00
Reserve Fund: Frs. 30,667,282.54

BRANCHES:
Bangkok, Batavia, Canton, Hankow, Hongkong, Kobe, Lyons, Shanghai, Singapore, Souchon, Tientsin, Yokohama.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.
A. LECOT,
Manager.
Hongkong, 20th March, 1924. [32]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG, 10, Des Vaux Road Central.

AUTHORIZED CAPITAL \$10,000,000
PAID-UP CAPITAL 5,000,000
RESERVE FUND (1925) 1,200,000

DIRECTORS:
Hon. Sir Shou-shan Chow, Chairman.
Fung Ping Shan, Mok Ching Kong, Li Koon Chun, Wong Yun Tong, P. K. Kwok, Huiyuh Tai, Ng Ching Luk, Kan Ying Po, Pong Wai Ting, Chan Ching Shek.

Every description of Banking and Exchange Business transacted. Loans granted on approved security.

SAFE DEPOSIT BOXES To Let.
KAN TONG PO,
Chief Manager.
Hongkong, 8th February, 1922.

COMMERCIAL.

OPENING QUOTATIONS.

May 13th, 1925.

On LONDON:—
Telegraphic Transfer 2/2 1/2
Bank Bills, on demand 2/2 1/2
Bank Bills, 30 days' sight 2/2 1/2
Bank Bills, 60 days' sight 2/2 1/2
Bank Bills, 90 days' sight 2/2 1/2
Bank Bills, 120 days' sight 2/2 1/2
Bank Bills, 150 days' sight 2/2 1/2
Bank Bills, 180 days' sight 2/2 1/2
Bank Bills, 210 days' sight 2/2 1/2
Bank Bills, 240 days' sight 2/2 1/2
Bank Bills, 270 days' sight 2/2 1/2
Bank Bills, 300 days' sight 2/2 1/2
Bank Bills, 330 days' sight 2/2 1/2
Bank Bills, 360 days' sight 2/2 1/2
Bank Bills, 390 days' sight 2/2 1/2
Bank Bills, 420 days' sight 2/2 1/2
Bank Bills, 450 days' sight 2/2 1/2
Bank Bills, 480 days' sight 2/2 1/2
Bank Bills, 510 days' sight 2/2 1/2
Bank Bills, 540 days' sight 2/2 1/2
Bank Bills, 570 days' sight 2/2 1/2
Bank Bills, 600 days' sight 2/2 1/2
Bank Bills, 630 days' sight 2/2 1/2
Bank Bills, 660 days' sight 2/2 1/2
Bank Bills, 690 days' sight 2/2 1/2
Bank Bills, 720 days' sight 2/2 1/2
Bank Bills, 750 days' sight 2/2 1/2
Bank Bills, 780 days' sight 2/2 1/2
Bank Bills, 810 days' sight 2/2 1/2
Bank Bills, 840 days' sight 2/2 1/2
Bank Bills, 870 days' sight 2/2 1/2
Bank Bills, 900 days' sight 2/2 1/2
Bank Bills, 930 days' sight 2/2 1/2
Bank Bills, 960 days' sight 2/2 1/2
Bank Bills, 990 days' sight 2/2 1/2
Bank Bills, 1020 days' sight 2/2 1/2
Bank Bills, 1050 days' sight 2/2 1/2
Bank Bills, 1080 days' sight 2/2 1/2
Bank Bills, 1110 days' sight 2/2 1/2
Bank Bills, 1140 days' sight 2/2 1/2
Bank Bills, 1170 days' sight 2/2 1/2
Bank Bills, 1200 days' sight 2/2 1/2
Bank Bills, 1230 days' sight 2/2 1/2
Bank Bills, 1260 days' sight 2/2 1/2
Bank Bills, 1290 days' sight 2/2 1/2
Bank Bills, 1320 days' sight 2/2 1/2
Bank Bills, 1350 days' sight 2/2 1/2
Bank Bills, 1380 days' sight 2/2 1/2
Bank Bills, 1410 days' sight 2/2 1/2
Bank Bills, 1440 days' sight 2/2 1/2
Bank Bills, 1470 days' sight 2/2 1/2
Bank Bills, 1500 days' sight 2/2 1/2
Bank Bills, 1530 days' sight 2/2 1/2
Bank Bills, 1560 days' sight 2/2 1/2
Bank Bills, 1590 days' sight 2/2 1/2
Bank Bills, 1620 days' sight 2/2 1/2
Bank Bills, 1650 days' sight 2/2 1/2
Bank Bills, 1680 days' sight 2/2 1/2
Bank Bills, 1710 days' sight 2/2 1/2
Bank Bills, 1740 days' sight 2/2 1/2
Bank Bills, 1770 days' sight 2/2 1/2
Bank Bills, 1800 days' sight 2/2 1/2
Bank Bills, 1830 days' sight 2/2 1/2
Bank Bills, 1860 days' sight 2/2 1/2
Bank Bills, 1890 days' sight 2/2 1/2
Bank Bills, 1920 days' sight 2/2 1/2
Bank Bills, 1950 days' sight 2/2 1/2
Bank Bills, 1980 days' sight 2/2 1/2
Bank Bills, 2010 days' sight 2/2 1/2
Bank Bills, 2040 days' sight 2/2 1/2
Bank Bills, 2070 days' sight 2/2 1/2
Bank Bills, 2100 days' sight 2/2 1/2
Bank Bills, 2130 days' sight 2/2 1/2
Bank Bills, 2160 days' sight 2/2 1/2
Bank Bills, 2190 days' sight 2/2 1/2
Bank Bills, 2220 days' sight 2/2 1/2
Bank Bills, 2250 days' sight 2/2 1/2
Bank Bills, 2280 days' sight 2/2 1/2
Bank Bills, 2310 days' sight 2/2 1/2
Bank Bills, 2340 days' sight 2/2 1/2
Bank Bills, 2370 days' sight 2/2 1/2
Bank Bills, 2400 days' sight 2/2 1/2
Bank Bills, 2430 days' sight 2/2 1/2
Bank Bills, 2460 days' sight 2/2 1/2
Bank Bills, 2490 days' sight 2/2 1/2
Bank Bills, 2520 days' sight 2/2 1/2
Bank Bills, 2550 days' sight 2/2 1/2
Bank Bills, 2580 days' sight 2/2 1/2
Bank Bills, 2610 days' sight 2/2 1/2
Bank Bills, 2640 days' sight 2/2 1/2
Bank Bills, 2670 days' sight 2/2 1/2
Bank Bills, 2700 days' sight 2/2 1/2
Bank Bills, 2730 days' sight 2/2 1/2
Bank Bills, 2760 days' sight 2/2 1/2
Bank Bills, 2790 days' sight 2/2 1/2
Bank Bills, 2820 days' sight 2/2 1/2
Bank Bills, 2850 days' sight 2/2 1/2
Bank Bills, 2880 days' sight 2/2 1/2
Bank Bills, 2910 days' sight 2/2 1/2
Bank Bills, 2940 days' sight 2/2 1/2
Bank Bills, 2970 days' sight 2/2 1/2
Bank Bills, 3000 days' sight 2/2 1/2
Bank Bills, 3030 days' sight 2/2 1/2
Bank Bills, 3060 days' sight 2/2 1/2
Bank Bills, 3090 days' sight 2/2 1/2
Bank Bills, 3120 days' sight 2/2 1/2
Bank Bills, 3150 days' sight 2/2 1/2
Bank Bills, 3180 days' sight 2/2 1/2
Bank Bills, 3210 days' sight 2/2 1/2
Bank Bills, 3240 days' sight 2/2 1/2
Bank Bills, 3270 days' sight 2/2 1/2
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